

INDIANA FLOOD CONTROL AND WATER RESOURCES COMMISSION

Indianapolis, Indiana

BENCH MARK DESCRIPTIONS

HANCOCK COUNTY

The field work was done by the Indiana Flood Control and Water Resources Commission. All level lines were started from and closed on either First or Second Order bench marks established by the U. S. Coast and Geodetic Survey.

DATUM:

Elevations given in this list have been determined from standard elevations of U.S.C. & G.S. bench marks, based on the Sea-level Datum of 1929.

INDIANA FLOOD CONTROL AND WATER RESOURCES COMMISSION

INDIANAPOLIS, INDIANA

INDEX TO HANCOCK COUNTY BENCH MARKS
By location & stream

<u>Stream</u>	<u>Page/s</u>
<u>BUCK CREEK</u> Vicinity of Cumberland	-
<u>BLUE RIVER</u> Vicinity of Morristown	-
<u>BRANDYWINE CREEK</u> From Fountaintown to Greenfield	-
<u>FALL CREEK</u> Near Oaklandon	3
<u>SUGAR CREEK</u> From New Palestine to Eden	4-16
Near Philadelphia	36

HANCOCK COUNTY

The following elevations were determined during June 1959, by leveling between U. S. Coast and Geodetic Survey bench marks along Fall Creek. The marks generally follow in order upstream along Fall Creek.

Second Order Levels were run by the three wire method using invar-steel yard rods. All level circuits closed within allowable limits for second order leveling.

All levels were adjusted to agree with the standard elevations of bench marks as published by the U. S. Coast and Geodetic Survey whenever the adjustment required was within second order limits between consecutive USC&GS bench marks. All elevations in this line are based on the USC&GS standard and standard (adjusted) elevation for the following marks:
X 236, Y 236 and A 237 in Marion County and A 235, B 235, Z 234, N 4 and O 4 in Madison County.

Fall Creek

TBM FC 10, 1959

In Hancock County, 2.90 miles north along Oaklandon Road and Germantown Road from Oaklandon Road junction with State Road 67 south of Oaklandon to a right angle turn east (86th St.), thence 1.05 miles east along 86th St. to the intersection of the Marion-Hancock County Line Road, thence 0.70 mile north along Marion-Hancock County Line Road; set in the west side of a telephone pole, 27 feet east of the center line of the County Line Road, 42 feet north of the northwest corner of a concrete block Bait House, 1.0 foot above ground; a railroad spike with tag, stamped "TBM FC 10 1959."

823.070 feet NGVD 1929

recovered 11/9/1988 PLG & BEB

USGS BM 103 RHP, 1951

In Hancock County, about 3.7 miles northeast of Oaklandon, Marion County, 2.90 miles north along Oaklandon Road and Germantown Road from Oaklandon to a right angle turn east, (86th St.), thence 1.05 miles east along 86th St. to the intersection of the Marion-Hancock County Line, thence 1.10 miles north along County Line Road to a the T-road east, 33 feet south from the extended center line of T-road east, 5 feet above the roads; set in the top of a concrete post projecting 0.8 foot above ground; a U. S. Coast and Geodetic Survey brass bench mark tablet, stamped "103 RHP 1951."

814.898 feet NGVD 1929

recovered 11/9/1988 PLG & BEB

HANCOCK COUNTY

The following elevations were determined during July, August and September 1959, by leveling between U. S. Coast and Geodetic Survey bench marks along Sugar Creek and tributaries. The listing of the marks follows generally in order upstream along Sugar Creek and tributaries, each listed in order by stream.

Second Order Levels were run by the three wire method using invar-steel yard rods. All level circuits closed within allowable limits for second order leveling.

All levels were adjusted to agree with the standard elevations of bench marks as published by the U. S. Coast and Geodetic Survey whenever the adjustment required was within second order limits between consecutive U. S. Coast and Geodetic Survey bench marks. All elevations in this line are based on the standard and standard (adjusted) elevations for the following marks: USC&GS BM Columbus in Bartholomew County, J 9, S 238, T 238, U 238, W 238, X 238, Y 238, Z 238 and N 238 in Shelby County, A 238, B 238, D 238, K 238, V 238 and M 238 in Marion County and C 238, J 238, N 243, C 241, B 241, P 241, N 241 and Q 241 in Hancock County.

SUGAR CREEK

TBM BCS 63

In Shelby County, about 1.6 mile south of New Palestine, 1.55 miles south along Bittner Road from the post office at New Palestine to an east-west T-road, thence 0.5 mile west to a two-span concrete bridge over Big Sugar Creek; set in the top of the east end of the south guardrail, 11.2 feet west from the east face of the south guardrail, 8.0 feet south from the center line of the road, 4.5 feet above the roadway; a painted chiseled triangle.

803.393 feet NGVD 1929

recovered 9/12/1988 SGM

IFC&WRC BM SHE 27, 1959

In Hancock County, about 1.6 miles south of New Palestine, 1.55 miles south along Bittner Road from the post office in New Palestine to an east-west T-road, thence 0.5 mile west to a two-span concrete arch bridge over Big Sugar Creek; set in the top of the west end of the north concrete guardrail, 9 feet north from the center line of the road, 7.1 feet above the roadway, 0.6 foot east from the west face of the north guardrail; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "SHE 27, 1959."

803.422 feet NGVD 1929

recovered 9/12/1988 SGM

TBM BSC 64, 1959

In Hancock County, about 1.3 miles south of New Palestine, 1.3 miles south along Bittner Road from the post office in New Palestine, 0.28 mile north of the Shelby-Hancock County Line; set in the west side of a power pole (pole is fifth one north of the county line), 11 feet east from the center line of the road, 1.0 foot above the ground; a railroad spike driven through an aluminum tag, stamped "TBM BSC 64 1959."

812.452 feet NGVD 1929

destroyed 9/12/1988 SGM

IFC&WRC BM HAN 1, 1959

In Hancock County, about 0.4 mile south of New Palestine, at the Bittner Road one-span steel truss bridge over Big Sugar Creek; set in the top of the northwest wingwall of the bridge, 10 feet west from the center line of the road, 1.2 feet above the roadway, 0.7 foot northwest from the southeast face of the northwest wingwall; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 1 1959."

802.103 feet NGVD 1929

TBM BSC 65

In Hancock County, about 0.4 mile south of New Palestine, 0.4 mile south along Bittner Road from the post office in New Palestine to a one-span steel truss bridge over Big Sugar Creek; set in the top of the northeast wingwall of the bridge, 10 feet east of the center line of the road, 1.5 feet above the roadway, 0.5 foot northeast from the southeast face of the northeast wingwall; a painted chiseled triangle.

802.049 feet NGVD 1929

ISHC BM HAN G-14

In Hancock County, at New Palestine, at the U. S. Highway 52 two-span concrete arch bridge over Big Sugar Creek, at the east city limits of town; set in the top of the northwest wingwall of the bridge, 22 feet north from the center line of the highway, 1.0 foot above the roadway, 0.6 foot east from the west face of the northwest wingwall; a Indiana State Highway Commission bench mark tablet, stamped "HAN G-14."

808.960 feet NGVD 1929

IFC&WRC BM HAN 2, 1959

In Hancock County, at New Palestine, at the Baltimore and Ohio Railroad Bridge (Number 62) over Big Sugar Creek, at the east city limits of the town; set in the top of the south end of the west concrete bridge abutment, 4.0 feet south from the south rail of the track, 1.5 feet below the rails, 0.7 foot west from the east face of the west bridge abutment; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 2 1959."

827.193 feet NGVD 1929

IFC&WRC BM HAN 3, 1959

In Hancock County, about 0.55 mile northeast of New Palestine, 0.5 mile north along Bittner Road from its junction with U. S. Highway 52 in New Palestine to a T-road east, thence 0.4 mile east to a one-span steel truss bridge over Big Sugar Creek; set in the top of the southwest concrete wingwall of the bridge, 12 feet south from the center line of the bridge, 1.6 feet above the roadway, 1.4 feet southwest from the northeast face of the southwest wingwall; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 3, 1959."

808.095 feet NGVD 1929

TBM BCS 66

In Hancock County, about 0.55 mile northeast of New Palestine, 0.5 mile north along Bittner Road from its junction with U. S. Highway 52 in New Palestine to a T-road east, thence 0.4 mile east to a one-span steel truss bridge over Big Sugar Creek; set in the top of the northeast concrete wingwall of the bridge, 13 feet north from the center line of the road, 3.6 feet southwest from the northeast face of the northeast wingwall, 0.7 foot above the roadway; a painted chiseled triangle.

808.233 feet NGVD 1929

TBM BSC 67, 1959

In Hancock County, about 1.4 miles north of New Palestine, 0.5 mile north along Bittner Road from its junction with U. S. Highway 52 in New Palestine to a T-road east, thence 0.5 mile east to a north-south crossroad, thence 0.70 mile north to the "Gerald R. Lantz" residence; set in the west side of a 14-inch sycamore tree, 125 feet north from a mailbox, 15 feet east from the center line of the road, 2.0 feet above the roadway, tree is in a fence line; a railroad spike driven through an aluminum tag, stamped "TBM BSC 67 1959."

835.325

destroyed 9/12/1988 SGM

TBM BSC 68, 1959

In Hancock County, about 1.5 miles northeast of New Palestine, 1.5 miles north along Bittner Road from its junction with U. S. Highway 52 in New Palestine to an east-west T-road, thence 0.5 mile east to a one-span steel truss bridge over Big Sugar Creek and a T-road south; set in the northeast side of a 40-inch sycamore tree, 44 feet west from the center line of the T-road south, 33 feet south from the center line of the east-west road, about 2.0 feet below the roadway; a railroad spike driven through an aluminum tag, stamped "TBM BSC 68 1959."

806.072 feet NGVD 1929

not found 9/12/1988 SGM

USGS BM RJH 2 TT 1952, 810

In Hancock County, about 1.5 miles northeast of New Palestine, 1.5 miles north along Bittner Road from its junction with U. S. Highway 52 in New Palestine to an east-west T-road, thence 0.5 mile east to a one-span steel truss bridge over Big Sugar Creek and a two-foot pipe culvert under a road leading south, at the east end of the bridge; set in the top at the north end of the west concrete headwall of the culvert, 31 feet west from the center line of the T-road south, 15.3 feet south from the north face of the headwall, 3.2 feet south from the southeast end steel truss of the bridge; a U. S. Coast and Geodetic Survey brass bench mark tablet, stamped "RJH 2 TT 1952 810."

810.032 feet NGVD 1929

recovered 9/12/1988 SGM

TBM BSC 69, 1959

In Hancock County, about 2.1 miles north of New Palestine, 1.5 miles north along Bittner Road from its junction with U. S. Highway 52 in New Palestine to an east-west T-road, thence 0.25 mile east to a T-road north, thence 0.6 mile north, set in the east side of a one-foot square fence T-corner post, 47 feet west and across the road from a dead 14-inch walnut tree, 20 feet west from the center line of the road, 9 feet south of the north end of the fence line on the east side of the road, 0.8 foot above the ground; a railroad spike driven through an aluminum tag, stamped "TBM BSC 69 1959."

830.115 feet NGVD 1929

destroyed 9/12/1988 SGM

TBM BSC 70

In Hancock County, about 2.5 miles northeast of New Palestine, 2.4 miles north along New Palestine Road from its junction with U. S. Highway 52 in New Palestine to an east-west crossroad, thence 1.2 miles east to a 5-foot box culvert under the road; set in the top of the south concrete headwall of the culvert, 11 feet south from the center line of the roadway, 6.6 feet east from the west face of the south headwall, 2.1 feet above the roadway; a chiseled triangle.

826.631 feet NGVD 1929

recovered 9/12/1988 SGM

IFC&WRC BM HAN 4, 1959

In Hancock County, about 2.5 miles northeast of New Palestine, 2.4 miles north along New Palestine Road from its junction with U. S. 52 in New Palestine to an east-west crossroad, thence 1.4 miles east to a one-span steel truss bridge over Big Sugar Creek; set in the top of the south end of the west concrete bridge seat of the bridge, 9 feet south from the center line of the road, 1.0 foot below the roadway, 0.1 foot east from the west face of the west bridge seat; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 4 1959."

818.080 feet NGVD 1929

destroyed 9/12/1988 SGM

TBM BSC 71

In Hancock County, about 1.55 miles southwest of Philadelphia, 0.25 mile west along U. S. Highway 40 from the Methodist Church in Philadelphia to a T-road south, thence 0.7 mile south along a paved and gravel road to an east-west crossroad, thence 0.5 mile west to a T-road south, thence 0.85 mile south and west to a 3-foot pipe culvert under the road; set in the top of the east concrete headwall of the culvert, 11 feet east of the centerline of the road, 5.3 feet south from the north face of the east headwall, about 0.4 foot below the roadway; a painted chiseled triangle.

833.512 feet NGVD 1929

destroyed 9/12/1988 SGM

TBM BSC 72

In Hancock County, about 1.15 miles southwest of Philadelphia, 0.25 mile west along U. S. Highway 40 from the Methodist Church in Philadelphia to a T-road south, thence 0.7 mile south along a paved and gravel road to an east-west crossroad, thence 0.5 mile west to a T-road south, thence 0.25 mile south to a 1-foot pipe culvert under the road; set in the top of the west headwall of the culvert, 8 feet west from the center line of the road, 2.7 feet south from the north face of the west headwall, about level with the roadway; a painted chiseled triangle.

846.974 feet NGVD 1929

destroyed 9/12/1988 SGM

IFC&WRC BM HAN 5, 1959

In Hancock County, about 1.05 miles southwest of Philadelphia, 0.25 mile west along U. S. Highway 40 from the Methodist Church in Philadelphia to a T-road south, thence 0.7 mile south along a paved and gravel road to an east-west gravel crossroad, thence 0.7 mile west to a one-span steel truss bridge over Big Sugar Creek, set in the top of the southwest wingwall of the bridge, 9 feet south from the center line of the road, 1.2 feet southwest from the southwest end of the south steel truss of the bridge, 1.0 foot below the roadway; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 5 1959."

821.136 feet NGVD 1929

destroyed 9/12/1988 SGM

TBM BSC 73

In Hancock County, about 1.05 miles southwest of Philadelphia, 0.25 mile west along U. S. Highway 40 from the Methodist Church in Philadelphia to a paved T-road south, thence 0.7 mile south to an east-west gravel crossroad, thence 0.7 mile west to a T-road south and a one-span steel truss bridge over Big Sugar Creek; set in the top of the east end of a V-concrete headwall of a 1-foot tile culvert under the road, 50 feet east from the east end of the bridge, 10 feet south from the center line of the east-west road, 4.7 feet southwest from a mailbox (C. M. Colestock), 3.5 feet west from the east face of the headwall, 1.2 feet above the roadway; a painted chiseled triangle.

827.241 feet NGVD 1929

destroyed 9/12/1988 SGM

TBM BSC 74, 1959

In Hancock County, about 0.6 mile south of Philadelphia, 0.25 mile west along U. S. Highway 40 from the Methodist Church in Philadelphia to a T-road south, thence 0.5 mile south along a paved road to a T-road west (Sugar Creek Drive), in the southwest quarter of the junction; set in the east side of a twin-trunked 14-inch hickory tree, 47 feet south from the center line of the T-road west, 20 feet west from the center line of the north-south road, 1.3 feet above the ground; a railroad spike driven through an aluminum tag, stamped "TBM BSC 74 1959."

852.851 feet NGVD 1929

recovered 9/12/1988 SGM

IFC&WRC BM HAN 7, 1959

In Hancock County, about 0.7 mile west of Philadelphia, at the Pennsylvania Railroad Bridge (Number 171/77) over Big Sugar Creek; set in the top of the west end of the south concrete guardrail base, 4.0 feet south from the south rail of the southernmost track of two tracks, 0.4 foot east from the west face of the south guardrail base, about level with rails; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 7 1959."

837.514 feet NGVD 1929

destroyed 9/12/1988 SGM

TBM BSC 75

In Hancock County, about 0.7 mile west of Philadelphia, at the Pennsylvania Railroad Bridge (Number 171/77) over the Big Sugar Creek; set in the top of the northwest concrete wingwall of the bridge, 12 feet north from the north rail of the northernmost track of two tracks, 0.8 foot northwest from the west end of the north steel handrail, about 0.3 foot below the rails; a painted chiseled triangle.

837.497 feet NGVD 1929

recovered 9/12/1988 SGM

USC&GS BM N 243, 1947

In Hancock County, about 0.8 mile west of Philadelphia, 0.75 mile west along U. S. Highway 40 from the Methodist Church in Philadelphia to a farm owned by Mrs. Matilda Daunce and a north-south offset crossroad, in the southwest quarter of the intersection; 140 feet west of the center line of the road leading south, 48 feet south of the center line of the highway, 46 feet west from the center line of the driveway leading to the house, 38 feet west of a fence corner, 1.0 foot north of a fence line, about level with the highway, set in the top of a concrete post, projecting 0.6 foot above the ground; a U. S. Coast and Geodetic Survey bench mark tablet, stamped "N 243 1947."

834.988 feet NGVD 1929

not found 9/12/1988 SGM

IFC&WRC BM HAN 6, 1959

In Hancock County, about 0.5 mile west of Philadelphia, 0.5 mile west along U. S. Highway 40 from the Methodist Church at Philadelphia to the U. S. Highway 40 concrete arch bridge over Big Sugar Creek, set in the top of the southeast wingwall of the bridge, 23 feet south from the center line of the highway, 2.1 feet southeast from the east face of the south guardrail, about level with the highway; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 6, 1959."

826.470 feet NGVD 1929

Destroyed See page

TBM BSC 76

In Hancock County, about 0.85 mile northwest of Philadelphia, 0.75 mile west along U. S. Highway 40 from the Methodist Church at Philadelphia to a north-south crossroad, thence 0.55 mile north to a 12-foot box culvert over Kirkhoff Ditch; set in the top of the west concrete headwall, 10 feet west from the center line of the road, 3.6 feet north from the south face of the west headwall, 1.8 feet above the roadway; a painted chiseled triangle.

837.998 feet NGVD 1929

recovered 9/12/1988 SGM

TBM BSC 77

In Hancock County, about 1.3 miles northwest of Philadelphia, 0.75 mile west along U. S. Highway 40 from the Methodist Church at Philadelphia to a north-south crossroad, thence 1.3 miles north to an east-west crossroad, thence about 120 feet east to a 1.5-foot pipe culvert under the road; set in the top of the south concrete headwall, 11 feet south from the center line of the roadway, 2.0 feet west from the east face of the south headwall, 1.1 feet above the roadway; a painted chiseled triangle.

857.085 feet NGVD 1929

destroyed 9/12/1988 SGM

TBM BSC 78

In Hancock County, about 1.1 miles north of Philadelphia, 0.75 mile west along U. S. Highway 40 from the Methodist Church at Philadelphia to a north-south crossroad, thence 1.3 miles north to an east-west crossroad, thence 0.45 mile east to a one-span steel truss bridge over Big Sugar Creek; at the northwest corner of the bridge, the top of a rivet head on the top of the northwest round pillar support, 10 feet north from the center line of the road, 1.2 feet below the roadway, 0.9 foot northwest from the northwest corner of the northwest end of the steel truss of the bridge; the northern most rivet head of two rivet heads, painted white.

832.704 feet NGVD 1929

destroyed 9/12/1988 SGM

USC&GS BM C 241, 1947

In Hancock County, about 1.2 miles northeast of Philadelphia, 0.4 mile east along U. S. Highway 40 from the Methodist Church at Philadelphia to a north-south crossroad, thence 1.15 miles north to an east-west crossroad, in the southwest quarter of the intersection; 24 feet west from the center line of the north-south paved road, 18 feet south from the center line of the east-west road, 6 feet west from a fence corner, about 1 foot below the roadway; set in the top of a concrete post, projecting 0.5 foot above the ground, a U. S. Coast and Geodetic Survey brass bench mark disk, stamped "C 241 1947."

846.954 feet NGVD 1929

not found 9/12/1988 SGM

IFC&WRC BM HAN 8, 1959

In Hancock County, about 1.5 miles northeast of Philadelphia, 0.4 mile east along U. S. Highway 40 from the Methodist Church at Philadelphia to a north-south crossroad, thence 1.45 miles north to a one-span, high steel truss bridge over Big Sugar Creek; set in the top of the southeast stone wingwall of the bridge, 11 feet east from the center line of the road, 2.8 feet southwest from the southeast steel truss end of the bridge, 1.3 feet southwest from the northeast face of the wingwall, about level with the roadway; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 8 1959."

837.668 feet NGVD 1929

destroyed 9/12/1988 SGM

TBM BSC 79

In Hancock County, about 1.5 miles northeast of Philadelphia, 0.4 mile east along U. S. Highway 40 from the Methodist Church at Philadelphia to a north-south crossroad, thence 1.45 miles north to a one-span, high steel truss bridge over Big Sugar Creek; set in the top of the northeast stone wingwall, 11 feet east from the center line of the road, 2.45 feet northeast from the southwest face of the wingwall, 1.05 feet northwest from the southeast face of the wingwall, about level with the roadway; a painted chiseled triangle.

836.925 feet NGVD 1929

destroyed 9/12/1988 SGM

USC&GS BM B 241, 1947

In Hancock County, about 2.0 miles south of Mohawk, 2.15 miles south along a paved road from its crossing with the New York Central Railroad at Mohawk to an east-west crossroad, in the northwest quarter of the intersection; 23 feet west from the center line of the north-south road, 16 feet north from the center line of the east-west road, 7.5 feet west from a concrete fence corner post, 1.0 foot south from a fence line, set in the top of a concrete post, projecting 0.3 foot above the ground; a U. S. Coast and Geodetic Survey brass bench mark disk, stamped "B 241 1947."

856.337 feet NGVD 1929

recovered 9/12/1988 SGM

TBM BSC 80

In Hancock County, about 2.1 miles southeast of Mohawk, 2.15 miles south along a paved road from its crossing with the New York Central Railroad at Mohawk to an east-west crossroad, thence 0.55 mile east to a one-span, high steel truss bridge over Big Sugar Creek; set in the top of the southwest concrete wingwall of the bridge, 11 feet south of the center line of the road, 1.7 feet southwest from the northeast face of the southwest wingwall, 1.3 feet above the roadway; a painted chiseled triangle.

842.189 feet NGVD 1929

destroyed 9/12/1988 SGM

IFC&WRC BM HAN 9, 1959

In Hancock County, about 2.1 miles southeast of Mohawk, 2.15 miles south along a paved road from its crossing with the New York Central Railroad at Mohawk to an east-west crossroad, thence 0.55 mile east to a 4-foot pipe culvert under the road; set in the top of the west end of the north concrete headwall, 11 feet north from the center line of the roadway, 1.3 feet above the road, 1.0 foot east from the west face of the north headwall; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 9 1959."

840.578 feet NGVD 1929**not found 9/12/1988 SGM****TBM BSC 81, 1959**

In Hancock County, about 1.7 miles southeast of Mohawk, 2.15 miles south along a paved road from its junction with the New York Central Railroad at Mohawk to an east-west crossroad, thence 0.8 mile east to a T-road north, thence 0.45 mile generally north along a gravel and dirt road; set in the southeast side of a 20-inch walnut tree, at a T-fence corner, 15 feet west from the center line of the road, 0.9 foot above ground; a railroad spike driven through an aluminum tag, stamped "TBM BSC 81 1959."

846.858 feet NGVD 1929**not found 9/12/1988 SGM****TBM BSC 82**

In Hancock County, about 1.3 miles southeast of Mohawk, 1.15 miles south along a paved road from its crossing with the New York Central Railroad at Mohawk to an east-west paved crossroad, thence 0.65 mile east to a three-span steel pony truss bridge over Big Sugar Creek; set in the top of the northeast stone wingwall of the bridge, 12 feet north from the center line of the road, 2.6 feet southwest from the northeast face of the wingwall, about level with the roadway; a painted chiseled triangle.

846.552 feet NGVD 1929**destroyed 9/12/1988 SGM****IFC&WRC BM HAN 10, 1959**

In Hancock County, about 1.3 miles southeast of Mohawk, 1.15 miles south along a paved road from its crossing with the New York Central Railroad at Mohawk to an east-west paved crossroad, thence 0.65 mile east to a three-span steel pony truss bridge over Big Sugar Creek; set in the top of the northwest stone wingwall of the bridge, 11 feet north from the center line of the road, 1.5 feet southwest from the northeast face of the northwest wingwall, 0.4 foot above the roadway; a Indiana Flood Control and Water Resources Commission, brass bench mark tablet, stamped "HAN 10 1959."

846.822 feet NGVD 1929**destroyed 9/12/1988 SGM**

TBM BSC 83, 1959

In Hancock County, about 1.15 miles southeast of Mohawk, 0.15 mile south along a paved road from its crossing with the New York Central Railroad at Mohawk to an east-west crossroad, thence 1.0 mile east to a north-south T-road, thence 0.45 mile generally south, to an east-west field entrance; set in the west side of a power pole, 36 feet north from the center line of the field entrance, 13 feet east from the center line of the road, 1.0 foot above the ground; a railroad spike driven through an aluminum tag, stamped "TBM BSC 83 1959."

867.285 feet NGVD 1929

destroyed 9/12/1988 SGM

IFC&WRC BM HAN 11, 1959

In Hancock County, about 1.05 miles southeast of Mohawk, 0.15 mile south along a paved road from its crossing with the New York Central Railroad at Mohawk to an east-west crossroad, thence 1.2 miles east and south to a one-span steel truss bridge over Big Sugar Creek; set in the top of the southwest concrete wingwall of the bridge, 16 feet west from the center line of the road, 14 feet south from the southwest steel truss end of the bridge, 1.0 foot below the roadway; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 11 1959."

849.129 feet NGVD 1929

destroyed 9/12/1988 SGM

HAN 11 RESET 1983 No elevation available

TBM BSC 84

In Hancock County, about 1.05 miles southeast of Mohawk, 0.15 mile south along a paved road from its crossing with the New York Central Railroad at Mohawk to an east-west crossroad, thence 1.2 miles east and south to a one-span steel truss bridge over Big Sugar Creek; set in the top of the northeast concrete wingwall of the bridge, 9.0 feet northeast from the center line of the road, 1.1 feet north from the northeast steel truss end of the bridge, 1.1 feet below the roadway; a painted chiseled triangle.

849.036 feet NGVD 1929

destroyed 9/12/1988 SGM

IFC&WRC BM HAN 12, 1959

In Hancock County, about 1.15 miles northeast of Mohawk, at the New York Central Railroad bridge over Big Sugar Creek; set in the top of the northwest concrete wingwall of the bridge, 3.8 feet north from the north rail of the tracks, 0.6 foot below the rails, 0.6 foot west from the east face of the northwest wingwall; a Indiana Flood Control and Water Resources Commission, brass bench mark tablet, stamped "HAN 12 1959."

858.516 feet NGVD 1929

destroyed 9/12/1988 SGM

TBM BSC 85

In Hancock County, about 1.15 miles northeast of Mohawk, at the New York Central Railroad Bridge over Big Sugar Creek; set in the top of the northeast concrete wingwall of the bridge, 6.0 feet north from the north rail of the track, 1.1 feet west from the east face of the wingwall, 0.6 foot below the rails; a round bolt head.

858.603 feet NGVD 1929

recovered 9/12/1988 SGM

TBM BSC 86

In Hancock County, about 1.65 miles northeast of Mohawk, at the State Road 13, 30-foot concrete bridge over Brant Ditch; set in the top of the south end of the east concrete headwall of the bridge, 17 feet east from the center line of the road, 1.6 feet north from the south face of the east headwall, 0.8 foot above the roadway; a painted chiseled triangle.

856.155 feet NGVD 1929

recovered 9/12/1988 SGM

IFC&WRC BM HAN 13, 1959

In Hancock County, about 1.65 miles northeast of Mohawk, at the State Road 13 bridge over Big Sugar Creek; set in the top of the northeast stone wingwall of the bridge, 12 feet east from the center line of the road, 4.0 feet northeast from the northeast steel truss end of the bridge, 1.0 foot northwest from the southeast face of the wingwall, about level with the roadway; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 13 1959."

856.497 feet NGVD 1929

destroyed 9/12/1988 SGM

TBM BSC 87, 1959

In Hancock County, about 2.0 miles west of Mohawk, 2.05 miles generally west along a paved and gravel road from the grain elevator at Maxwell to a north-south crossroad, in the southeast quarter of the intersection; set in the north side of a power pole, 17 feet south from the center line of the east-west road, 14 feet east from the center line of the north-south road, 0.7 foot above the ground; a railroad spike driven through an aluminum tag, stamped "TBM BSC 87 1959."

873.182 feet NGVD 1929

destroyed 9/12/1988 SGM

TBM BSC 88

In Hancock County, about 2.1 miles northwest of Maxwell, 2.1 miles generally west along a paved and gravel road from the grain elevator at Maxwell to a north-south crossroad, thence 0.7 mile generally north to a one-foot pipe culvert under the road; set in the top of the west headwall of the culvert, 40 feet southwest from the center line of the entrance to the Mount Carmel Cemetery, 10 feet west from the center line of the road, 3.2 feet south from the north face of the west headwall; a painted chiseled triangle.

863.246 feet NGVD 1929

recovered 9/12/1988 SGM

IFC&WRC BM HAN 14, 1959

In Hancock County, about 2.5 miles northwest of Maxwell, 1.0 mile north along State Road 9 from the high school at Maxwell to an east-west crossroad, thence 2.0 miles west to a one-span steel truss bridge over Big Sugar Creek, set in the top of the southeast concrete wingwall of the bridge, 16 feet south from the center line of the road, 3.0 feet above the roadway, 1.0 foot west from the east face of the southeast wingwall; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 14 1959."

864.496 feet NGVD 1929

destroyed 9/12/1988 SGM

TBM BSC 89

In Hancock County, about 2.25 miles northwest of Maxwell, 1.0 mile north along State Road 9 from the high school at Maxwell to an east-west crossroad, thence 2.0 miles west to a one-span steel truss bridge over Big Sugar Creek; set in the top of the northwest concrete wingwall of the bridge, 12 feet north from the center line of the road, 1.5 feet west above the roadway, 0.7 foot southwest from the northeast face of the northwest wingwall; a painted chiseled triangle.

864.833 feet NGVD 1929

destroyed 9/12/1988 SGM

TBM BSC 90, 1959

In Hancock County, about 2.7 miles northwest of Maxwell, 1.0 mile north along State Road 9 from the high school at Maxwell to an east-west crossroad, thence 2.35 miles west to a T-road north, thence 0.45 mile north; set in the northeast side of a telephone pole (pole is second one south of a two-story white house with three barns-one is almost gone), 65 feet north of a T-fence corner post which is a gate support for two gates of field entrance east, 12 feet west from the center line of the road, 3 feet east from a wire fence line, 1.2 feet above the ground; a railroad spike driven through an aluminum tag, stamped "TBM BSC 90 1959."

878.559 feet NGVD 1929

destroyed 9/12/1988 SGM

TBM BSC 91, 1959

In Hancock County, about 3.7 miles southeast of Fortville, 3.45 miles generally southeast along State Road 13 from its junction with U. S. Highway 36 and State Road 67 at Fortville to an east-west crossroad, thence 0.2 mile east; set in the north side of a power pole (pole is 6th pole east of crossroads), 13 feet south from the center line of the road, 1.0 foot north from a wire fence line, 0.4 foot above the ground; a railroad spike driven through an aluminum tag, stamped "TBM BSC 91 1959."

882.369 feet NGVD 1929

destroyed 9/12/1988 SGM

IFC&WRC BM HAN 15, 1959

In Hancock County, about 3.8 miles southeast of Fortville, 3.45 miles generally southeast along State Road 13 from its junction with U. S. Highway 36 and State Road 67 at Fortville to an east-west crossroad, thence 1.05 miles east to a one-span steel truss bridge over Big Sugar Creek; set in the top of the southwest concrete wingwall of the bridge, 12 feet south from the center line of the road, 2.0 feet above the roadway, 0.8 foot northeast from the southwest face of the southwest wingwall; a Indiana Flood Control and Water Resources Commission bronze bench mark tablet, stamped "HAN 15 1959."

866.237 feet NGVD 1929

destroyed 9/12/1988 SGM

TBM BSC 92

In Hancock County, about 3.8 miles southeast of Fortville, 3.45 miles generally southeast along State Road 13 from its junction with U. S. Highway 36 and State Road 67 at Fortville to an east-west crossroad, thence 1.05 miles east to a one-span steel truss bridge over Big Sugar Creek; set in the top of the northeast concrete wingwall of the bridge, 12 feet north from the center line of the road, 1.3 feet above the roadway, 1.0 foot north from the south face of the northeast wingwall; a painted chiseled triangle.

866.389 feet NGVD 1929

recovered 9/12/1988 SGM

TBM BSC 93, 1959

In Hancock County, about 1.8 miles southwest of Eden, 1.0 mile south along State Road 9 from its junction with State Road 234, about 0.3 mile south of Eden, to an east-west crossroad, thence 1.1 miles west to a north-south crossroad, in the southwest quarter of the intersection; set in the east side of a telephone pole, 18 feet south from the center line of east-west side, 16 feet west from the center line of the north-south road, about level with the roadway; a railroad spike driven through an aluminum tag, stamped "TBM BSC 93 1959."

878.466 feet NGVD 1929

recovered 9/26/1988 RH

TBM BSC 94, 1959

In Hancock County, about 1.45 miles southwest of Eden, 1.3 miles west along State Road 234 from its junction with State Road 9, about 0.3 mile south Eden, to a T-road south, thence 0.3 mile south; set in the southeast side of a 13-inch black locust tree, 17 feet east from the center line of the road, 4.0 feet east from a wire fence line, 1.3 feet above the ground; a railroad spike driven through an aluminum tag, stamped "TBM BSC 94 1959."

876.583 feet NGVD 1929

recovered 9/26/1988 RH

ISHC BM HAN G-11

In Hancock County, about 1.55 miles southwest of Eden; at the State Road 234 bridge over Big Sugar Creek; set in the top of the north end of the west bridge seat, 16 feet north from the center line of the road, 4.0 feet below the roadway, 0.3 foot south from the north face of the west bridge seat; a Indiana State Highway Commission bench mark tablet, stamped "ISHC HAN G-11."

868.007 feet NGVD 1929

DESTROYED

new bridge 9/26/1988 RH

TBM BSC 95

In Hancock County, about 1.95 miles southwest of Eden, 1.9 miles west along State Road 234 from its junction with State Road 9, about 0.3 mile south of Eden, to a north-south crossroad, in the northwest quarter of the intersection; set in the top of a concrete post painted white (Indiana State Highway Commission right-of-way post), 41 feet north from the center line of the highway, 15 feet west from the center line of the north-south road, 1.6 feet above the ground, at a fence corner post; a chiseled cross.

876.070 feet NGVD 1929

DESTROYED

9/26/1988 RH

INDIANA FLOOD CONTROL AND WATER RESOURCES COMMISSION

Indianapolis, Indiana

BENCH MARK DESCRIPTIONS

HANCOCK COUNTY

The field work was done by the Indiana Flood Control and Water Resources Commission. All level lines were started from and closed on either First or Second Order bench marks established by the U. S. Coast and Geodetic Survey.

DATUM:

Elevations given in this list have been determined from standard elevations of U.S.C. & G.S. bench marks, based on the Sea-level Datum of 1929.

HANCOCK COUNTY

USC&GS BM N 241, 1947

In Hancock County, about 2.45 miles southwest of Eden, 2.35 miles west along State Road 234 from its junction with State Road 9, about 0.3 mile south of Eden, to a north-south crossroad, in the northeast quarter of the intersection, 38 feet north from the center line of the highway, 25 feet east from the center line of the north-south road, 7.0 feet east from a fence corner post; set in the top of a concrete post projecting 0.3 foot above the ground; a U. S. Coast and Geodetic Survey brass bench mark disk, stamped "N 241 1947."

874.047 feet NGVD 1929

recovered 9/26/1988 RH

USC&GS BM P 241, 1947

In Hancock County, about 1.35 miles southwest of Eden, 1.30 miles west along State Road 234 from its junction with State Road 9, about 0.3 mile south of Eden, to a T-road south, in the southwest quarter of the intersection, 42 feet south from the center line of the highway, 23 feet west from the center line of the T-road south, 5.0 feet west from a fence corner post; set in the top of a concrete post projecting 0.5 foot above ground; a U. S. Coast and Geodetic Survey brass bench mark disk, stamped "P 241 1947."

879.358 feet NGVD 1929

recovered 9/26/1988 RH

TBM BSC 98, 1959

In Hancock County, about 0.7 mile southwest of Eden, 0.65 mile west along State Road 234 from its junction with State Road 9, about 0.3 mile south of Eden, to the "Truman H. Yates" residence; set in the south side of a power pole, 38 feet north from the extended center line of the driveway leading to the house, 11 feet north from the center line of the highway, 1.0 foot above the ground; a railroad spike driven through an aluminum tag, stamped "TBM BSC 98 1959."

884.957 feet NGVD 1929

recovered 9/26/1988 RH

TBM BSC 99

In Hancock County, about 1.45 miles southwest of Eden, to the gray shingled farmhouse; set in the top of the west concrete headwall of a 1-foot pipe culvert under the driveway leading to the farmhouse, 58 feet west from the center line of the highway, 1.0 foot north from the south face of the west headwall; a chiseled triangle.

879.073 feet NGVD 1929

USC&GS BM Q 241, 1947

In Hancock County, about 0.3 mile south of Eden, at the junction of State Road 234 and State Road 9, in the northwest quarter of the junction, 64 feet west from the center line of State Road 9, 43 feet north from the center line of State Road 234, 2.0 feet west from a concrete fence corner post; set in the top of a concrete post projecting 0.4 foot above the ground; a U. S. Coast and Geodetic Survey brass bench mark disk, stamped "Q241 1947."

891.730 feet NGVD 1929

DESTROYED

9/26/1988 RH

TBM BSC 96

In Hancock County, at Eden, at the State Road 9, 15-foot concrete bridge over Barrett Ditch; set in the top of the east guardrail of the bridge, 19 feet east from the center line of the road, 6.1 feet north from the south face of the east guardrail, 3.0 feet above the roadway; a painted chiseled triangle.

881.928 feet NGVD 1929

DESTROYED

9/26/1988 RH

IFC&WRC BM HAN 16, 1959

In Hancock County, about 0.15 mile south north of Eden, 0.5 mile north along State Road 9 from its junction with State Road 234, about 0.3 mile south of Eden, to the State Road 9 one-span steel pony truss bridge over Big Sugar Creek, set in the top of the northwest concrete wingwall of the bridge, 17 feet north from the center line of the highway, 4.2 feet west from the east face of the northwest wingwall, 0.5 foot above the roadway, a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 16 1959."

880.084 feet NGVD 1929

DESTROYED

9/26/1988 RH

TBM BSC 97

In Hancock County, about 0.2 mile north of Eden, 0.6 mile south along State Road 9 from its junction with State Road 234, about 0.3 mile south of Eden, to a 6-foot box culvert under the highway; set in the top of the west concrete headwall of the culvert, 18 feet west from the center line of the road, 3.3 feet north from the south face of the west headwall, about 0.5 foot below the roadway; a chiseled triangle.

876.239 feet NGVD 1929

DESTROYED

9/26/1988 RH

BUCK CREEK

USC&GS BM D 238, 1947

In Hancock County, about 0.4 miles southeast of Cumberland, Marion County, 0.32 mile south along the Marion-Hancock County Line Road from its junction with U. S. Highway 40 (at the east city limits of Cumberland) to a concrete arch bridge over Buck Creek, set in the top at the south end of the west guardrail of the bridge, 9 feet west of the center line of the County Line Road, 1.5 feet above the bridge floor, set in the top at the northeast corner of the southwest post of the west guardrail, a U. S. Coast and Geodetic Survey brass bench mark tablet, stamped "D 238 1947."

828.496 feet NGVD 1929

recovered 9/26/1988 RH

IFC&WRC BM HAN 17, 1959

In Hancock County, about 0.4 mile southeast of Cumberland, Marion County, at the Pennsylvania Railroad Bridge 176/72 (0.1 mile east of the Marion-Hancock County Line) over Buck Creek; set in the top of the west bridge seat, 10 feet below the tracks, 16.5 feet north of the south end of the west bridge seat, 4.5 feet south of the south rail, 1.3 feet west of the east face of the west bridge seat; a Indiana Flood Control and Water Resources brass bench mark tablet, stamped "HAN 17 1959".

828.778 feet NGVD 1929

recovered 9/26/1988 RH

TBM BC 13, 1956

In Hancock County, about 0.4 mile southeast of Cumberland, Marion County, at Pennsylvania RR bridge 176/72 (0.1 mile east of Marion-Hancock county line) over Buck Creek, 7.9 feet above ground, 7.5 feet below tracks, 2.0 feet above concrete bridge seat, 1.7 feet north of north rail, 1.5 feet east of east face of west abutment; set in the north end of wooden tie seats; railroad spike driven through brass tag, stamped "TBM BC 13 1956".

830.773 feet NGVD 1929

recovered 9/26/1988 RH

USC&GS BM C 238, 1947

In Hancock County, about 0.25 mile east of Cumberland, Marion County, at the junction of U. S. Highway 40 and the Marion-Hancock County Line Road, in the southeast quarter of the junction, set in the top of the south end of an "L" shaped concrete headwall of a box culvert, 51 feet south of the south edge of U. S. 40, 16.5 feet east of the center line of the County Line Road, about 4.5 feet below the highway level, a U. S. Coast and Geodetic Survey brass bench mark tablet, stamped "C 238 1947".

838.289 feet NGVD 1929

recovered 9/26/1988 RH

IFC&WRC BM HAN 18, 1959

In Hancock County, about 0.8 mile northeast of Cumberland, Marion County, 0.57 mile north along Buck Creek Road from its junction with U. S. Highway 40 (about 0.2 mile east of Cumberland), to a small gulley and a brick house on the east side of the road and stone house on the west side of the road; set in the top of the west headwall of a 3-foot pipe culvert, 70 feet south of a mailbox "Floyd A. Smith", 50 feet south of the center line of the road, 2.1 feet south of the north end of the west headwall of the culvert; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 18 1959".

843.378 feet NGVD 1929

recovered 9/26/1988 RH

TBM BC 9, 1956

In Hancock County, about 0.8 mile northeast of Cumberland, Marion County, 0.57 mile north along Buck Creek Road from its junction with U. S. Highway 40 (about 0.2 mile east of Cumberland), to a small gulley and a brick house on the east side of the road and a stone house on the west side of the road; set in the southeast side of a 30-inch ash tree on the west side of the road, 170 feet north of the center of driveways to both houses, 20 feet west of the center line of the road, 20 feet north of a fence corner post, 4 feet above the roadway, 1.5 feet west of a fence line; a railroad spike driven through an a brass tag, stamped "TBM BC 9 1956".

851.479 feet NGVD 1929

DESTROYED

9/26/1988 RH

TBM BC 10, 1956

In Hancock County, about 1.20 miles northeast of Cumberland, Marion County, 1.07 miles north along Buck Creek Road from its junction with U. S. Highway 40 (about 0.2 mile east of Cumberland) to a 90-degree turn north in the southwest quarter of the turn; set in a power pole, 15 feet south of the center line of the road, 15 feet west of the extended center line of turn north, 2 feet below the roadway, 0.5 foot north above the ground; a railroad spike driven through a brass tag, stamped "TBM BC 10 1956".

833.877 feet NGVD 1929

DESTROYED

9/26/1988 RH

IFC&WRC BM HAN 19, 1959

In Hancock County, about 1.35 miles northeast of Cumberland, Marion County, 1.26 miles along Buck Creek Road from its junction with U. S. Highway 40 (about 0.2 mile east of Cumberland) to a 5-foot pipe culvert under the road, about 0.19 mile north of a 90-degree turn north in the road, set in the top of the west headwall of the culvert, 10.5 feet west of the center line of the road, 1.9 feet south of the north end of the west headwall, about level with the roadway; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 19 1959".

837.351 feet NGVD 1929

DESTROYED

9/26/1988 RH

TBM BC 11, 1956

In Hancock County, about 1.75 miles northeast of Cumberland, Marion County, 1.6 miles north along Buck Creek Road from its junction with U. S. Highway 40 (about 0.2 mile east of Cumberland) to the crossing of Lead Line Road thence 0.27 mile east along Lead Line Road to the one-span steel truss bridge over Buck Creek, at the northwest corner of the bridge, set in a telephone pole, 15 feet north of the center line of the road, 5 feet west of the west end of the bridge, 2 feet below the roadway, 1.0 foot above the ground, set in the southeast side of a telephone pole Number 3967; a railroad spike driven through a brass tag, stamped "TBM BC 11 1956".

834.858 feet NGVD 1929**DESTROYED****9/26/1988 RH****IFC&WRC BM HAN 20, 1959**

In Hancock County, about 1.75 miles northeast of Cumberland, Marion County, 1.6 miles north along Buck Creek Road from its junction with U. S. Highway 40 (about 0.2 mile east of Cumberland) to the crossing of Lead Line Road, thence 0.27 mile east along Lead Line Road to the one-span steel truss bridge over Buck Creek, at the southeast corner of the bridge, set in the top of a concrete post, 31 feet south of the center line of the road, 21 feet east of the east end of the bridge, 6 feet east of the center line of a field entrance, 2 feet below the roadway, set in the top of a concrete post projecting 0.1 foot above the ground; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 20 1959."

833.688 feet NGVD 1929**not found 9/26/1988 RH****TBM BC 12, 1956**

In Hancock County, about 2.05 miles northeast of Cumberland, Marion County, 1.6 miles north along Buck Creek Road from its junction with U. S. Highway 40 (about 0.2 mile east of Cumberland) to the crossing of Lead Line Road, thence 0.5 mile east to a north-south crossroad, thence 0.15 mile north to a one-span steel truss bridge over Buck Creek, at the southeast corner of the bridge, set in the south side of a 36-inch twin-trunked tree, 21 feet south of the south end of the bridge, 15 feet east of the center line of the road, 3 feet above the ground, about level with the roadway, at a fork in the tree, a railroad spike driven through a brass tag, stamped "TBM BC 12 1956".

838.344 feet NGVD 1929**DESTROYED****9/26/1988 RH****IFC&WRC BM HAN 21, 1959**

In Hancock County, about 2.05 miles northeast of Cumberland, Marion County, 1.6 miles north along Buck Creek Road from its junction with U. S. Highway 40 (about 0.2 mile east of Cumberland) to the crossing of Lead Line Road, thence 0.5 mile east to a north-south crossroad, thence 0.15 mile north to a one-span steel truss bridge over Buck Creek, set in the top of the northeast wingwall of the bridge, 12 feet east of the center line of the bridge, 0.7 foot north of the south face of the north abutment, 0.5 foot west of the southeast face of the wingwall, about level with the roadway; a Indiana Flood Control and Water Resources Commission bronze bench mark tablet, stamped "HAN 21 1959".

838.204 feet NGVD 1929**not found 9/26/1988 RH**

HANCOCK COUNTY

The following elevations were determined during June, July and August, 1960 by leveling between U. S. Coast and Geodetic Survey bench marks along Blue River. The listing of the marks follows generally in order upstream along Blue River.

Second Order Levels were run by the three wire method using invar-steel, yard rods. All level circuits closed within allowable limits for second order leveling.

All levels were published to agree with the standard elevations of bench marks as published by the U. S. Coast and Geodetic Survey. The levels were adjusted whenever the adjustment required was within second order limits between consecutive USC&GS bench marks. All elevations in this line are based on the USC&GS 30-minute quadrangle 1st and 2nd order control lines for the following marks: B 2 RESET, P 239, S 242, R 242, Q 242 and M 244 in Shelby County; J 244, H 244, and R 43 in Rush County; and N 252, V 251, G 251, NEW CASTLE MAGNETIC STATION, VAN NUYS RM#1, VAN NUYS RM#2, B 251, A 251 and Y 250 in Henry County.

USC&GS BM R 242, 1947

In Hancock County, about 1.75 miles north of Morristown, Shelby County, 0.17 mile northwest along U. S. Highway 52 from the Township School at Morristown to a T-road east (Shelby-Hancock County Line), in the northeast quarter of T-junction, set in the top of a concrete post, 54 feet east of the center line of the north-south road, 18 feet north of the center line of the T-road east, 16 feet east of a fence corner post, 1.5 feet west of a white wooden witness post, 0.5 foot south of a fence line, 0.4 foot above the ground a U. S. Coast and Geodetic Survey brass bench mark tablet, stamped "R 242 1947".

839.926 feet NGVD 1929

DESTROYED

11/10/1988 BEB

USC&GS BM Q 242, 1947

In Hancock County, 2.05 miles north of Morristown, Shelby County, 0.17 mile northwest along U. S. Highway 52 from the Township School at Morristown to a T-road north (Greenfield Road), 2.2 miles generally north along Greenfield Road to a T-road northeast, in the southeast quarter of the T-junction, set in the top of a concrete post, 143 feet south from the south end of a steel truss bridge over Blue River and in the line with west truss, 45 feet southeast of the center of the T-junction triangle, 19 feet east of the center line of Greenfield Road, 18.5 feet southeast of the center line of T-road, 7.5 feet northeast of an anchored telephone pole, 0.4 foot above the ground; a U. S. Coast and Geodetic Survey brass bench mark tablet, stamped "Q 242 1947."

832.830 feet NGVD 1929

DESTROYED

11/10/1988 BEB

IFC&WRC BM HAN 22, 1959

In Hancock County, about 2.1 miles north of Morristown, Shelby County, 0.17 mile northwest along U. S. Highway 52 from the Township School at Morristown to a T-road north (Greenfield Road), 2.2 miles generally north along Greenfield Road to a T-road northeast, 0.15 mile northeast to an 18-foot concrete bridge over a small tributary of Blue River, set in the top at the center of the east end of the south concrete guardrail of the bridge, 8 feet south of the center line of the road, 2 feet above the roadway, 0.7 foot west of the east end of the guardrail; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 22 1959."

835.277 feet NGVD 1929

DESTROYED

10/17/1988 RST

TBM BR 58

In Hancock County, 2.4 miles northeast of Morristown, Shelby County, 0.17 mile northwest along U. S. Highway 52 from the Township School at Morristown to a T-road north (Greenfield Road), 2.2 miles generally north along Greenfield Road to a T-road northeast, 0.75 mile northeast and east along T-road northeast to a 12-foot box culvert, set in the top at the center line of a drive to a white frame house on the north side of the road, 10 feet south of the center line of the road, 1.5 feet above the roadway, 1.2 feet east of the west end of the south guardrail; a chiseled triangle.

835.838 feet NGVD 1929

recovered 10/17/1988 RST

USC&GS BM M 244, 1947

In Hancock County, about 2.3 miles northeast of Morristown, 0.78 mile southeast along U. S. Highway 52 from the Township School at Morristown to a north-south crossroad, thence 1.95 miles north to an east-west T-road, thence 0.87 mile east to a T-road south, in the southeast quarter of the junction, set in the top of a concrete post, 39.5 feet east of the center line of the T-road south, 18 feet south of the center line of the east-west road, 8 feet west of a power pole #19 BA/43, 1.5 feet below the road, 9 inches below the ground, a U. S. Coast and Geodetic Survey brass bench mark tablet, stamped "M 244 1947".

886.409 feet NGVD 1929

recovered 10/17/1988 RST

TBM BR 59

In Hancock County, about 2.8 miles northeast of Morristown, Shelby County, 0.17 mile northwest along U. S. Highway 52 from the Township School at Morristown to a T-road north (Greenfield Road), 2.2 miles generally north along Greenfield Road to a T-road northeast, 1.4 miles northeast and east along the T-road northeast to a 1-foot pipe culvert, set in the top at the center of the south guardrail, 54 feet southeast of the telephone pole #Lie 65, 13 feet south of the center line of the road, 1.6 feet above the roadway, 0.8 foot east of the west end of the south guardrail; a chiseled triangle.

848.595 feet NGVD 1929

recovered 10/17/1988 RST

IFC&WRC BM HAN 23, 1959

In Hancock County, about 2.9 miles northeast of Morristown, Shelby County, 0.17 mile northwest along U. S. Highway 52 from the Township School at Morristown to a T-road north (Greenfield Road), 2.2 miles generally north along Greenfield Road to a T-road northeast, 1.68 miles northeast and east along T-road northeast to a 7-inch box culvert, set in the top at the center of the west end of the north headwall, 43 feet west of the center line of the driveway to the Loren F. Bays residence, 10 feet north of the center line of the road, 2.3 feet above the roadway, 1.7 feet east of the west end of the north headwall; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 23, 1959".

851.168 feet NGVD 1929

recovered 10/17/1988 RST

TBM BR 60

In Hancock County, about 2.9 miles northeast of Morristown, Shelby County, 0.17 mile northwest along U. S. Highway 52 from the Township School at Morristown to a T-road north (Greenfield Road), 2.2 miles generally north along Greenfield Road to a T-road northeast, 1.68 miles northeast and east along T-road northeast to a 7-inch box culvert, set in the top at the center of the south headwall of the culvert, 30 feet west of the center line of the driveway to Loren F. Bays residence, 9 feet south of the center line of the road, 2.0 feet above the roadway, 0.7 foot west of the east end of the guardrail; a chiseled triangle.

851.312 feet NGVD 1929

recovered 10/17/1988 RST

TBM BR 137, 1960

In Hancock County, about 2.65 miles northeast of Morristown, 0.78 mile southeast along U. S. Highway 52 from the Township School at Morristown to a north-south crossroad, thence 1.95 miles north to an east-west T-road, thence 1.4 miles east to a 12-inch pipe culvert under the road, set in the top of the south headwall of the culvert, 12 feet south of the center line of the road, 5.6 feet north of a fence line, 1.0 foot west of the east edge and 0.5 foot north of the south edge of the south headwall, 0.6 foot above the road; a chiseled circle, marked "TBM BR 137 1960".

905.172 feet NGVD 1929

DESTROYED

11/10/1988 BEB

TBM BR 61, 1960

In Hancock County, about 3.3 miles northeast of Morristown, Shelby County, 0.17 mile northwest along U. S. Highway 52 from the Towhship School at Morristown to a T-road north (Greenfield Road), 2.2 miles generally north along Greenfield Road to a T-road northeast, 2.2 miles northeast and east to a crossroad, in the northwest quarter of the intersection, set in the south side of a telephone pole, 22 feet west of the center line of the north-south road, 17 feet north of the center line of the east-west road, 1.1 feet above the ground; a railroad spike driven through an aluminum tag, stamped "TBM BR 61 1960".

856.214 feet NGVD 1929

DESTROYED

11/10/1988 BEB

IFC&WRC BM HAN 24, 1959

In Hancock County, about 3.6 miles northeast of Morristown, Shelby County, 0.17 miles northwest along U. S. Highway 52 from the Township School at Morristown to a T-road north (Greenfield Road), 2.2 miles generally north along Greenfield Road to a T-road northeast, 2.2 miles northeast and east along T-road northeast to a crossroad, thence 0.42 mile north to a steel truss bridge over Blue River, set in the top of a concrete post, 87 feet north of the north end of the bridge, 20 feet north of a power pole, 14 feet east of the center line of the road, 0.1 foot above the ground; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 24 1959".

841.678 feet NGVD 1929

DESTROYED

11/10/1988 BEB

TBM BR 62, 1960

In Hancock County, about 3.7 miles northeast of Morristown, Shelby County, 0.17 mile northwest along U. S. Highway 52 from the Township School at Morristown to a T-road north (Greenfield Road), 2.2 miles generally north along Greenfield Road to a T-road northeast, 2.2 miles northeast and east along T-road northeast to a crossroad, thence 0.5 mile north to a T-road east, in the southeast quarter of the T-junction, set in the west side of a power pole, 20 feet south of the center line of the T-road, 18 feet east of the center line of the north-south road, 0.6 foot above the ground; a railroad spike driven through an aluminum tag, stamped "TBM BR 62 1960".

841.769 feet NGVD 1929

DESTROYED

11/10/1988 BEB

TBM BR 136, 1960

In Hancock County, about 3.0 miles northeast of Morristown, 0.78 mile southeast along U. S. Highway 52 from the Township School at Morristown to a north-south crossroad, thence 1.95 miles north to an east-west T-road, thence 1.9 miles east to an off-centered north-south crossroad, at the south leg of the crossroad, in the southwest quarter of the junction, set in the top of the west headwall of a 10-inch culvert under the south leg, 15.3 feet south of the center line of the east-west road, 14.6 feet west of the center line of the north-south road, 0.3 foot below the north-south road, level with the east-west road, 1.5 feet south of the north edge and 0.3 foot east of the west edge of headwall; a chiseled triangle, marked "TBM BR 126 1960".

920.213 feet NGVD 1929

recovered 11/10/1988 BEB

USC&GS BM L 244 RESET 1960

In Hancock County, about 3.0 miles northeast of Morristown, 0.78 mile southeast along U. S. Highway 52 from the Township School at Morristown to a north-south crossroad, thence 1.95 miles north to an east-west T-road, thence 1.9 miles east to an off-centered north-south crossroad, at the south leg of the crossroad, set in the top of a concrete post, in the southwest quarter of the junction, 33.5 feet south of the center line of the east-west road, 14 feet south of a fence corner, 13.5 feet west of the center line of the road leading south, 5 feet north of a telephone pole, 3 feet east of a fence line, 0.3 foot above the ground, level with the road; a U. S. Coast and Geodetic Survey brass bench mark tablet, stamped "L 244 RESET 1960".

920.559 feet NGVD 1929

recovered 11/10/1988 BEB

TBM BR 63, 1960

In Hancock County, about 4 miles northeast of Morristown, Shelby County, 0.17 mile northwest along U. S. Highway 52 from the Township School at Morristown to a T-road north (Greenfield Road), 2.2 miles generally north along Greenfield Road, to a T-road northeast, 2.2 miles northeast and east along T-road to a crossroad, thence 0.5 mile north to a T-road east, 0.5 mile east along T-road, set in the east side of 24-inch black walnut tree, 99 feet east of the M. E. Roberts mailbox, 21 feet south of the center line of the road, 0.5 foot above the ground; a railroad spike driven through an aluminum plate, stamped "TBM BR 63 1960".

860.352 feet NGVD 1929

DESTROYED

11/10/1988 BEB

TBM BR 135, 1960

In Hancock County, about 3.45 miles northeast of Morristown, Shelby County, 0.78 mile southeast along U. S. Highway 52 from the Township School at Morristown to a north-south crossroad, thence 1.95 miles north to an east-west T-road, thence 2.4 miles east to a concrete corner post on the north side of the road, 0.1 mile west of the residence of Mr. Raymond Anderson, set in top at the center of the north wingwall of the post, 19 feet north of the center line of the road, 3.0 feet above the ground, 1.7 feet north of the center of the post, 1.0 foot north of the north face of the post; a chiseled triangle, marked "TBM BR 135, 1960".

930.323 feet NGVD 1929

recovered 11/10/1988 BEB

IFC&WRC BM HAN 25, 1959

In Hancock County, 4.2 miles northeast of Morristown, Shelby County, 0.17 mile northwest along U. S. Highway 52 from the Township School at Morristown to a T-road north (Greenfield Road), 2.2 miles generally north along Greenfield Road to a T-road northeast, 3.2 miles northeast and east along T-road northeast to a crossroad, (Hancock-Rush County Line Road), thence 0.3 mile north along county road to a steel truss bridge over Blue River, set in the top at the west end of the north abutment of the bridge, 11 feet west of the center line of the road, 0.7 foot north of the south face of the abutment, 0.7 foot below the roadway; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 25, 1959".

855.060 feet NGVD 1929

recovered 11/10/1988 BEB

TBM BR 64

In Hancock County, about 4.4 miles northeast of Morristown, Shelby County, 0.17 mile northwest along U. S. Highway 52 from the Township School at Morristown to a T-road north (Greenfield Road), 2.2 miles generally north along Greenfield Road to a T-road northeast, 3.2 miles northeast and east along T-road northeast to a crossroad (Hancock-Rush County Line Road), thence 0.5 mile north along county road to a crossroad, in the northeast quarter of the intersection, set in the top at the center of the north headwall of the eastern 12-inch circular culvert, 12 feet east of the center line of the north-south road, 12 feet north of the center line of the east-west road, 2 feet east of the west end of the north guardrail, 1.2 feet above the roadway; a chiseled triangle.

858.775 feet NGVD 1929

DESTROYED

11/10/1988 BEB

TBM BR 65

In Hancock County, about 3.9 miles northeast of Morristown, Shelby County, 0.17 mile northwest along U. S. Highway 52 from the Township School at Morristown to a T-road north (Greenfield Road), 2.2 miles generally north along Greenfield Road to a T-road northeast, 3.2 miles northeast and east along T-road northeast to a crossroad (Hancock-Rush County Line Road), thence 0.2 mile south to a 1-foot pipe culvert, set in the top at the center of the west headwall of the culvert, 12 feet west of the center line of the road, 1.6 feet south of the north end of the headwall, 1.6 feet above the roadway; a chiseled triangle.

920.044 feet NGVD 1929

not found 11/10/1988 BEB

TBM BR 66, 1960

In Rush County, about 3.9 miles northeast of Morristown, Shelby County, 0.78 mile southeast along U. S. Highway 52 from the township school in Morristown to a north-south crossroad, thence 1.95 miles north to an east-west T-road, thence 2.95 miles east to an off centered north-south crossroad, (at the corner of Shelby, Hancock and Rush Counties), in the northwest quarter of the T-junction south, set in the top of the north headwall of a 12-inch circular culvert, 42 feet west of the center line of the north-south road, 12.3 feet north of the center line of the east-west road, 2.4 feet west of the east edge and 0.5 foot south of the north edge of the headwall, 0.9 foot above roadway; a chiseled triangle, marked "TBM BR 66 1960".

**.926.823 feet NGVD 1929
recovered 11/10/1988 BEB**

USC&GS BM K 244, 1947 RESET 1960

In Rush County, about 3.9 miles northeast of Morristown, Shelby County, 0.78 mile southeast along U. S. Highway 52 from the township school in Morristown to a north-south crossroad, thence 1.95 miles north to an east-west T-road, thence 2.95 miles east to an off centered north-south crossroad, (at the corner of Shelby, Hancock and Rush Counties), in the southeast quarter of the junction south, set in the top of a concrete post, 33 feet south of the center line of the east-west road, 17 feet east of the center line of the north-south road, 3.5 feet south of a southwestern gate post, 2.0 feet north of a white wooden witness post, 1.0 foot west of the fence line, 0.4 foot above the ground, a U. S. Coast and Geodetic Survey brass bench mark tablet, stamped "K 244 1947 RESET 1960".

926.000 feet NGVD 1929

recovered 11/10/1988 BEB

HANCOCK COUNTY

The following elevations were determined during September, October and November, 1960 by leveling between U. S. Coast and Geodetic Survey bench marks along Brandywine Creek. The listing of the marks follows generally in order upstream along Brandywine Creek.

Second Order Levels were run by the three wire method using invar-steel, yard rods. All circuits closed within allowable limits for second order leveling.

All levels were published to agree with the standard elevations of bench marks as published by the U. S. Coast and Geodetic Survey. The levels were adjusted whenever the required was within second order limits between consecutive USC&GS bench marks. All elevations in this line are based on the USC&GS bench marks. All elevations in this line are based on the USC&GS 30-minute quadrangle 1st and 2nd order control lines for the following marks: B 2 RESET, Y 268, C 2, K 239, K 245, RUSSELL R. M. NO. 2 and G 245 in Shelby County; ISHC HAN G-1, S 243 and T 243 in Hancock County.

TBM BWR 40

In Hancock County, about 0.7 mile northeast of Fountaintown, Shelby County, 0.80 mile north along State Road 9 from its intersection with U. S. Highway 52 about 0.5 mile southeast of Fountaintown to the Daisy Platt residence, set in the top at the center of the south concrete headwall of a 12-inch pipe culvert under a driveway leading to the house, 21.0 feet east from the center line of the highway, 21 feet northwest from a utility pole No. 14, 21 feet south of the Daisy Platt mailbox, 7.0 feet south from the center line of the driveway, 1.8 feet east from the west face of the headwall, about level with the road; a chiseled triangle.

840.994 feet NGVD 1929**DESTROYED****11/10/1988 BEB****IFC&WRC BM HAN 26, 1959**

In Hancock County, about 0.75 mile northeast of Fountaintown, Shelby County, 0.95 mile north along State Road 9 from its intersection with U. S. Highway 52 about 0.5 mile southeast of Fountaintown to a 4-foot box culvert under the highway, set in the top at the south end of the east concrete headwall of the culvert, 20 feet east from the center line of the highway, 0.5 foot east from the west face and 0.5 foot north from the south face of the headwall, about level with the road; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 26 1959".

836.419 feet NGVD 1929**recovered 11/10/1988 BEB****TBM BWR 41**

In Hancock County, about 1.4 miles northeast of Fountaintown, Shelby County, 1.56 miles north along State Road 9 from its intersection with U. S. Highway 52 about 0.5 mile southeast of Fountaintown to a crossroad and a 1-foot pipe culvert under the highway, in the southeast quarter of the intersection, set in the top at the south end of the east concrete headwall of the culvert, 73 feet south from the center line of the east-west road, 21.0 feet east from the center line of the highway, 0.6 foot north from the south face of the headwall, about level with the highway; a chiseled triangle.

840.013 feet NGVD 1929**DESTROYED****11/10/1988 BEB****IFC&WRC BM HAN 27, 1959**

In Hancock County, about 1.45 miles northeast of Fountaintown, Shelby County, 1.56 miles north along State Road 9 from its intersection with U. S. Highway 52 about 0.5 mile southeast of Fountaintown to an east-west crossroad, thence 0.10 mile east to a steel truss bridge over Brandywine Creek, set in top at the north end of the west bridge seat, 10 feet north from the center line of the road, 1.2 feet below the road, 1.0 foot north from the northwest end steel truss, 0.8 foot west from the east face of the bridge seat; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 27 1959".

836.176 feet NGVD 1929**DESTROYED****11/10/1988 BEB**

TBM BWR 42

In Hancock County, about 1.8 miles northeast of Fountaintown, Shelby County, 1.98 miles north along State Road 9 from its intersection with U. S. Highway 52 about 0.5 mile southeast of Fountaintown to an 8-foot box culvert under the highway, set in the top at the south end of the east concrete headwall of the culvert, 20 feet east from the center line of the highway, 1.4 feet north from the south face of the east headwall, about level with the highway; a painted chiseled triangle.

839.030 feet NGVD 1929

recovered 11/10/1988 BEB

TBM BWR 43

In Hancock County, about 2.5 miles northeast of Fountaintown, Shelby County, 2.68 miles generally north along State Road 9 from its intersection with U. S. Highway 52 about 0.5 mile southeast of Fountaintown to a crossroad, in the northeast quarter of the intersection set in the top of a concrete Indiana State Highway right-of-way post, 67 feet east from the center line of the highway, 16 feet north of the center line of the east-west road, 4.8 feet north from a stop sign, 2.0 feet above the ground; a painted chiseled triangle.

851.325 feet NGVD 1929

recovered 11/10/1988 BEB

BM HAN 28, 1959

In Hancock County, about 2.5 miles northeast of Fountaintown, Shelby County, 2.68 miles generally north along State Road 9 from its junction with U. S. Highway 52 about 0.5 mile southeast of Fountaintown to an east-west crossroad, thence 0.15 mile east to a steel truss bridge over Brandywine Creek, set in top at the south end of the east bridge seat, 10 feet south from the center line of the road, 0.8 foot below the road, 0.8 foot south from the southeast end steel truss, 0.6 foot east from west face of the bridge seat; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 28 1959".

843.981 feet NGVD 1929

recovered 11/10/1988 BEB

TBM BWR 44

In Hancock County, about 3.0 miles northwest of Fountaintown, Shelby County, 3.28 miles generally north along State Road 9 from its intersection with U. S. Highway 52 about 0.5 miles southeast of Fountaintown to a 4-foot box culvert under the highway, about 0.1 mile south of the Mount Lebanon Church, set in the top at the south end of the east concrete headwall of the culvert, 22 feet east from the center line of the highway, 3.1 feet north from the south face of the east headwall, about 1.5 feet below the highway; a painted chiseled triangle.

848.460 feet NGVD 1929

recovered 11/10/1988 BEB

TBM BWR 45, 1960

In Hancock County, about 3.5 miles northeast of Fountaintown, Shelby County, 3.15 miles south along State Road 9 from its intersection with U. S. Highway 40 at Greenfield to a crossroad, thence 0.15 mile east along a gravel road to a one-span steel truss bridge over Brandywine Creek, set in the south side of a combination power and telephone pole, 112 feet west from the west end of the bridge, 15.5 feet north from the center line of the road, 0.5 foot above the ground; a railroad spike driven through an aluminum tag, stamped "TBM BWR 45 1960".

849.859 feet NGVD 1929

DESTROYED

11/10/1988 BEB

BM HAN 29, 1959

In Hancock County, about 3.5 miles northeast of Fountaintown, Shelby County, 3.15 miles south along State Road 9 from its intersection with U. S. Highway 40 at Greenfield to a crossroad, thence 0.15 mile east along a gravel road to a one-span steel truss bridge over Brandywine Creek, set in the top of the northeast wingwall of the bridge, 11.0 feet east of the east end of the north steel truss, 7.5 feet north from the center line of the road, 1.4 feet east from the west corner of the wingwall, 1.0 feet above the road; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 29 1959".

848.921 feet NGVD 1929

DESTROYED

11/10/1988 BEB

TBM BWR 46, 1960

In Hancock County, about 3.75 miles northeast of Fountaintown, Shelby County, 3.15 miles south along State Road 9 from its intersection with U. S. Highway 40 at Greenfield to a crossroad, thence 0.81 mile east along a gravel road to a crossroad, in the northeast quarter of the intersection, set in the west side of a telephone & power pole, 17.5 feet north from the center line of the east-west road, 10 feet east from the center line of the north-south road, 2.5 feet north from a concrete fence corner post, 0.5 foot above the ground; a railroad spike driven through an aluminum tag, stamped "TBM BWR 46 1960".

859.768 feet NGVD 1929

DESTROYED

11/10/1988 BEB

TBM BWR 47, 1960

In Hancock County, about 2.65 miles southeast of Greenfield, 1.75 miles south along State Road 9 from its intersection with U. S. Highway 40 at Greenfield to a T-road east, thence 1.41 miles east and generally south across a ford over Brandywine Creek and continuing on generally south to the R. Arthur residence, set in the west side of a power pole No. 10, 30 feet south from the extended center line of a driveway leading to a garage, 9.5 feet east from the center line of the road, 0.6 foot above the road; a railroad spike driven through an aluminum tag, stamped "TBM BWR 47 1960".

861.882 feet NGVD 1929

DESTROYED

11/10/1988 BEB

IFC&WRC BM HAN 30, 1959

In Hancock County, about 2.05 miles southeast of Greenfield, 1.75 miles generally southwest along State Road 9 from its intersection with U. S. Highway 40 in Greenfield to a T-road east, thence 0.84 mile east and southeast across a ford over Brandywine Creek to a Y-road junction, in the southeast portion of the junction, set in the top of a concrete post, 54.5 feet south southeast and across the road from a power pole, 48 feet south of the extended center line of the road east, 33 feet east of the extended center line of the road south, 21 feet southwest from a forked 15 inch ash tree (fork is about 13 feet above the ground), 15.5 feet east of power line wires, 0.2 foot above the ground; a Indiana Flood Control and Water Resources Commission bronze bench mark tablet, stamped "HAN 30 1959".

850.077 feet NGVD 1929

recovered 11/10/1988 BEB

TBM BWR 48, 1960

In Hancock County, about 1.95 miles southeast of Greenfield, 1.75 miles generally southeast along State Road 9 from its intersection with U. S. Highway 40 in Greenfield to a T-road east, thence 0.71 mile east and southeast to a 14-inch walnut tree in a fence line on the southwest side of the road, set in the west side of the tree, 141 feet southeast from a fence corner post with a framed woven wire gate, 22 feet southwest from the center line of the road, 0.5 foot above the ground; a railroad spike driven through an aluminum tag, stamped "TBM BWR 48 1960".

854.323

TBM BWR 49

In Hancock County, about 1.65 miles south of Greenfield, 1.75 miles generally southeast along State Road 9 from its intersection with U. S. Highway 40 in Greenfield to a T-road east and a 15-foot box culvert under the highway, set in the top at the north end of the east concrete headwall of the culvert, 192 feet south from the center lone of the T-road east, 20.5 feet east from the center line of the highway, 1.9 feet south from the north end of headwall, about level with the highway; a painted chiseled triangle.

867.304 feet NGVD 1929

DESTROYED

11/10/1988 BEB

TBM BWR 50

In Hancock County, about 0.95 mile south of Greenfield, 1.0 mile generally southeast along State Road 9 from its intersection with U. S. Highway 40 at Greenfield to a crossroad, thence 0.10 mile east to a T-road south and a 1-foot pipe culvert under the east-west road, set in the top at the east end of the south concrete headwall of the culvert, 63 feet west from the center line of the T-road south, 17 feet south from the center line of the east-west road, 1.2 feet west form the east face of the headwall, about 0.3 foot below the road; a painted chiseled triangle.

870.761 feet NGVD 1929

Recovered 6/21/88

BM HAN 31 RESET 1960

In Hancock County, about 1.15 miles southeast of Greenfield, 1.0 mile generally southeast along State Road 9 from its intersection with U. S. Highway 40 in Greenfield to an east-west crossroad, thence 0.40 mile east to an 80-foot concrete bridge over Brandywine Creek, set in the top at the east end of the south concrete guardrail base of the bridge, 10 feet south from the center line of the road, 1.0 foot west from the east end of the guardrail base, 0.8 foot above the road; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 31 1959 RESET 1960".

864.344 feet NGVD 1929

Recovered 6/21/88

TBM BWR 51

In Hancock County, about 1.15 miles southeast of Greenfield, 1.0 mile generally southeast along State Road 9 from intersection with U. S. Highway 40 in Greenfield to an east-west crossroad, thence 0.40 mile east to an 80-foot concrete bridge over Brandywine Creek, set in the top at the west end of the south concrete guardrail base, 11 feet south from the center line of the road, 0.9 foot east from the west end of the guardrail base, 0.9 foot above the road; a painted chiseled triangle.

864.349 feet NGVD 1929

Recovered 6/21/88

TBM BWR 52, 1960

In Hancock County, about 1.3 miles southeast of Greenfield, 1.0 mile generally southeast along State Road 9 from its intersection with U. S. Highway 40 at Greenfield to a crossroad, thence 0.80 mile east to a crossroad, in the northwest quarter of the intersection, set in the southeast side of a power pole No. 30 in a fence line, 56 feet north from the center line of the east-west road, 26 feet west from the center line of the northwest-southeast road, 0.9 foot above the ground; a railroad spike driven through an aluminum tag, stamped "TBM BWR 52 1960".

872.105 feet NGVD 1929

DESTROYED

11/10/1988 BEB

TBM BWR 53

In Hancock County, about 0.85 mile southeast of Greenfield, 0.80 mile east along U. S. Highway 40 from its intersection with State Road 9 in Greenfield to a crossroad (A Street), thence 0.50 mile south along A Street to a 24-inch pipe culvert under the road, set in the top at the south end of the west concrete headwall of the culvert, 13 feet west from the center line of the road, 2.3 feet north from the south face of the headwall, about 1.0 foot above the road; a painted chiseled triangle.

884.092 feet NGVD 1929

DESTROYED

11/10/1988 BEB

IFC&WRC BM HAN 32, 1959

In Hancock County, about 0.65 mile east of Greenfield, 0.80 mile east along U. S. Highway 40 from its intersection with State Road 9 at Greenfield to a crossroad (A Street), thence 0.15 mile south along A Street to the Pennsylvania Railroad tracks, thence 0.1 mile west along the railroad bridge No. 166/42 over Brandywine Creek, set in the top at the north end of the east abutment, 7.0 feet north of the north rail of the west bound track, 2.0 feet east of the west face of the abutment, 1.0 foot below the top of the rails; a Indiana Flood Control and Water Resources Commission brass bench mark tablet, stamped "HAN 32 1959".

877.203 feet NGVD 1929

Recovered 6/20/88

TBM BWR 54

In Hancock County, about 0.65 mile east of Greenfield, 0.80 mile east along U. S. Highway 40 from its intersection with State Road 9 at Greenfield to a crossroad (A Street), thence 0.15 mile south along A Street to the Pennsylvania Railroad tracks, thence 0.1 mile west along the railroad tracks to a railroad bridge No. 166/42 over Brandywine Creek, set in the top of at the south end of the east abutment of the bridge, 7.7 feet south of the south rail of the east bound track, 1.6 feet east of the west face of the abutment, about 0.3 foot below the top of the rails; a 1 3/4 inch bolt head painted white.

877.267 feet NGVD 1929

Recovered 6/20/88

ISHC BM HAN G-1

In Hancock County, about 0.6 mile east of Greenfield, at the U. S. Highway 40 concrete bridge over Brandywine Creek, set in the top at the west end of the north sidewalk of the bridge, 37 feet north from the center line of the highway, 31.5 feet east from the west end of the bridge, 8.0 feet north from the south face of the north curb, 0.5 foot above the highway; a Indiana State Highway Commission disk, stamped "HAN G-1".

870.146 feet NGVD 1929

Recovered 6/20/88

USC&GS BM S 243, 1947

In Hancock County, at Greenfield, at the Hancock County Courthouse, set vertically in the east face of the northeast corner of building, 2.4 feet below the bottom edge of the corner stone, 1.1 foot south from the northeast corner, 1.0 foot above ground; a U. S. Coast and Geodetic Survey brass bench mark disk, stamped "S 243 1947".

887.912 feet NGVD 1929

Recovered 6/20/88

USC&GS BM T 243, 1947

In Hancock County, at Greenfield, in the northeast corner of the intersection of North Pennsylvania and West North Streets, set vertically in the south face of the southeast corner of the Public School Building, in the first course of stone above the foundation, 2 in the first course of stone above the foundation, 2 feet west of the corner, 1.0 foot above ground; a U. S. Coast and Geodetic Survey brass bench mark disk, stamped "T 243 1947".

890.431 feet NGVD 1929

Reported destroyed by county surveyor 2/17/89

TBM BWR 58, 1960

In Hancock County, at Greenfield, 0.40 mile north along State Road 9 from its intersection with U. S. Highway 40 in Greenfield to Walker Street, in the southeast quarter of the intersection, set in the west side of a power pole, 16.5 feet south from the center line of Walker Street, 13 feet east from the center line of State Road 9, 0.8 foot above the ground; a railroad spike driven through an aluminum tag, stamped "TBM BWR 58 1960".

886.450 feet NGVD 1929

Reported destroyed by county surveyor 2/17/89

TBM BWR 55, 1960

In Hancock County, about 0.7 mile northeast of Greenfield, 0.50 mile north along State Road 9 from its intersection with U. S. Highway 40 in Greenfield to Park Avenue, thence 0.50 mile east along Park Avenue to a concrete ford across Brandywine Creek, set in the east side of a 41-inch cottonwood tree, 56 feet west of the west end of the concrete ford, 37 feet east from the southeast corner of the Greenfield Abattoir building, 23 feet north from the center line of the road, 0.8 foot above the ground; a railroad spike driven through an aluminum tag, stamped "TBM BWR 55 1960".

865.169 feet NGVD 1929

Reported destroyed by county surveyor 2/17/89

IFC&WRC BM HAN 33, 1959

In Hancock County, about 0.95 mile northeast of Greenfield, 0.80 mile east along U. S. Highway 40 from its intersection with State Road 9 in Greenfield to a crossroad (A Street), thence 0.60 mile north along A Street to an 8-foot box culvert over Boots Ditch, set in the top of the southwest concrete wingwall of the culvert, 12 feet west from the center line of the road, 1.7 feet southwest from the south end of the west headwall, 1.0 foot below the road; a Indiana Flood Control and Water Resources Commission bronze bench mark tablet, stamped "HAN 33 1959".

877.150 feet NGVD 1929

Reported destroyed by county surveyor 2/17/89

TBM BWR 56, 1960

In Hancock County, about 1.0 mile northeast of Greenfield, 0.80 mile east along U. S. Highway 40 from its intersection with State Road 9 in Greenfield to a crossroad (A Street), thence 0.75 mile north along A Street to a telephone pole on the east side of the road near a fence corner, set in the west side of the telephone pole, 18.5 feet east from the center line of the road, 7 feet north from a 9-inch square wooden fence corner post, 1.4 feet west from a fence line, 1.0 foot above ground; a railroad spike driven through an aluminum tag, stamped "TBM BWR 56 1960".

885.727 feet NGVD 1929

Reported "not found" by county surveyor 2/17/89

IFC&WRC BM HAN 34, 1959

In Hancock County, about 1.05 miles north of Greenfield, 1.05 miles north along State Road 9 from its intersection with U. S. Highway 40 to an east-west crossroad (McKensie Road), thence 0.35 mile east along McKensie Road to a 60-foot concrete bridge over Brandywine Creek, set in the top at the south end of the west abutment, 10.5 feet south from the center line of the road, 1.2 feet west of the east face of the abutment, 0.9 foot below the road, 0.4 foot north from the south end of the abutment; a Indiana Flood Control and Water Resources Commission bronze bench mark tablet, stamped "HAN 34 1959".

871.325 feet NGVD 1929

Destroyed 7/28/75

TBM BWR 57, 1960

In Hancock County, about 1.0 mile north of Greenfield, 1.05 miles north along State Road 9 from its intersection with U. S. Highway 40 to an east-west crossroad (McKensie Road), in the northeast quarter of the intersection, set in the south side of a power pole No. 3589, 76 feet east from the center line of State Road 9, 14 feet north from the center line of McKensie Road, 0.9 foot above the road; a railroad spike driven through an aluminum tag, stamped "TBM BWR 57 1960".

890.056 feet NGVD 1929

Destroyed 4/3/75

HANCOCK COUNTY

BM HAN 6

Destroyed

The following mark has been tied in by closed circuit leveling of second order accuracy using the three-wire method with invar-steel yard rods.

BIG SUGAR CREEK

ISHC BM NOT STAMPEDIn Hancock County, about 0.6 mile west of Philadelphia, 0.6 mile west along U. S. Highway 40 from the Methodist Church at Philadelphia to the new U. S. Highway 40 3-span concrete bridge over Big Sugar Creek, set in the top at the west end of the north concrete guardrail base, 32 feet north of the divider strip of U. S. 40, 1.6 feet east of the west end of the north guardrail base, 0.9 foot above the highway; a Indiana State Highway Commission brass bench mark tablet, not stamped.

832.002 feet NGVD 1929

DESTROYED

11/10/1988 BEB

INDIANA DEPARTMENT OF NATURAL RESOURCES
DIVISION OF WATER
HANCOCK COUNTY BREIER CREEK
2nd order

DNR BM F238 RESET 1999

In Hancock County, Acton Quad, NW ¼ of Section 23, T.15 N., R.5 E. 2nd P.M.; about 0.4 miles northeast of Julietta; set at the Marion and Hancock County Line Road bridge over Breier Creek; set on top of the south end of the east concrete guardrail of the bridge, 16.1 feet east of the centerline of County Line road, 0.7 feet north of the south face of the guardrail, 0.4 foot west of the east face of the guardrail, 2.7 feet above the road; a Department of Natural Resources brass control station tablet, stamped “F238 RESET 1999”. **827.808 feet NGVD 1929**

DNR TBM MARHAN 1, 1993

In Hancock County, Acton Quad, in the NW ¼ of Section 23, T.15 N., R.5 E. 2nd P.M.; about 0.4 miles northeast of Julietta; set near the Marion and Hancock County Line road bridge over Breier Creek; set in the west side of Utility pole # 16-0-621GB, about 696 feet south of the bridge, 13.5 feet east of the centerline of County Line road, 3.3 feet west of a fence line, about 1.8 feet above the ground; a railroad spike driven thru an aluminum tag, stamped “MARHAH 1 1993”.

836.765 feet NGVD 1929

DNR TBM MARHAN 2, 1993

In Hancock County, Acton Quad, in the NW ¼ of Section 23, T.15 N., R.5 E. 2nd P.M.; about 0.4 miles northeast of Julietta; set near the Marion and Hancock County Line road bridge over Breier Creek; set in the west side of Utility pole # 118-621GB, about 421 feet south of the bridge, 13.5 feet east of the centerline of County Line road, 3 feet west of a fence line, about 1.2 feet above the ground; a railroad spike driven thru an aluminum tag, stamped “MARHAH 2 1993”.

836.376 feet NGVD 1929

**INDIANA DEPARTMENT OF NATURAL RESOURCES
DIVISION OF WATER
HANCOCK COUNTY BREIER CREEK
2nd order**

DNR TBM MARHAN 3, 1993

In Hancock County, Acton Quad, in the SW ¼ of Section 14, T. 15 N., R.5 E., 2nd P.M.; about 0.4 miles northeast of Julietta; set near the Marion and Hancock County Line road bridge over Breier Creek; set in the west side of Utility pole # 270-023, about 176.5 feet north of the bridge, 66.5 feet north of the centerline of 300 South Road, 17.2 feet east of the centerline of County Line road, 3 feet west of a fence line, about 1.2 feet above the ground; a railroad spike driven thru an aluminum tag, stamped “MARHAH 3 1993”.

824.367 feet NGVD 1929

DNR TBM MARHAN 4, 1993

In Hancock County, Acton Quad, in the SW ¼ of Section 14, T. 15 N., R. 5 E., 2nd P.M.; about 0.4 miles northeast of Julietta; set near the Marion and Hancock County Line road bridge over Breier Creek; set in the west side of Utility pole # 270-024, about 392 feet north of the bridge, 35.5 feet north of the centerline of a driveway, 12.8 feet east of the centerline of County Line road, about 1.6 feet above the ground; a railroad spike driven thru an aluminum tag, stamped “MARHAH 4 1993”.

828.094 feet NGVD 1929

**INDIANA DEPARTMENT OF NATURAL RESOURCES
DIVISION OF WATER
HANCOCK COUNTY SUGAR CREEK**

DNR BM HAN 3 RESET 1976

In Hancock County, Acton Quad, in the SE ¼ of Section 20, T. 15 N., R. 6 E., 2nd P.M.; about 0.5 mile northeast of New Palestine; at the 400 South County Road bridge over Sugar Creek; set in top of the northwest bridge abutment, 12.6 feet north of the centerline of 400 South Road, 3.5 feet west of a guardrail post, 0.7 foot south of the north face of the concrete abutment, 0.1 foot below the road; a Department of Natural Resources brass control station tablet, stamped “HAN 3 RESET 1976”.

807.320 feet NGVD 1929 2nd order

State of Indiana
Department of Natural Resources
Division of Water

Control Station Descriptions
and Elevations

HANCOCK COUNTY

The following benchmark descriptions and elevations have been developed by the staff of the D.N.R. - Division of Water. These marks were established and third order levels ran to these marks for the purpose of determining high water marks for the flood of 1993 on Brandywine Creek.

INDIANA DEPARTMENT
OF
NATURAL RESOURCES
DIVISION OF WATER
HANCOCK COUNTY

DNR TBM BRANDY 1, 1997

In Hancock County, Greenfield Quad., in the SE ¼ of Section 17, T. 16 N., R. 7 E., 2nd PM.; approximately 2.0 miles north of Greenfield; at the 300 North Road bridge over Brandywine Creek; set in the east side of a power pole, about 315 feet west of the bridge, 54.0 feet northeast of a power pole, 19.5 feet north of the centerline of the road, 7.4 feet north of the north concrete curb of the road, 3.4 feet south of a east-west fence line, 1.1 feet above the ground; a railroad spike driven thru an aluminum tag, stamped "IDNR TBM BRANDY 1 1997".

880.434 feet NGVD 1929

THIRD ORDER

268.3568 meters NGVD 1929

DNR TBM BRANDY 2, 1997

In Hancock County, Greenfield Quad., in the SW ¼ of Section 21, T. 16 N., R. 7 E., 2nd PM.; approximately 1.0 mile north of Greenfield; at the I 70 east bound bridge over Brandywine Creek; set in the top of the concrete bridge approach and base of the concrete guardrail of the bridge, 27.0 feet

south of the centerline of the east bound lanes, 9.1 feet northeast of a aluminum light pole, 0.6 foot west of the west end of the concrete guardrail, 0.5 foot north of the south edge of the concrete approach, level with the concrete road surface; a chiseled triangle.

882.316 feet NGVD 1929

THIRD ORDER

268.9305 meters NGVD 1929

DNR TBM BRANDY 3, 1997

In Hancock County, Greenfield Quad., in the SW ¼ of Section 28, T. 16 N., R. 7 E., 2nd PM.; at Greenfield; at the 100 North Road bridge over Brandywine Creek; set in the top of the northeast concrete wingwall of the bridge, 21.3 feet north of the centerline of the road, 3.1 feet northwest of a reflector post, 1.1 feet north of the concrete curb of the road, 0.2 foot below the level of the road; a chiseled square.

870.540 feet NGVD 1929

THIRD ORDER

265.3411 meters NGVD 1929

DNR TBM BRANDY 4, 1997

In Hancock County, Greenfield Quad., in the NW ¼ of Section 33, T. 16 N., R. 7 E., 2nd PM.; at Greenfield; at the Park Avenue bridge over Brandywine Creek; set in the top of the northwest concrete bridge abutment, 18.6 feet north of the centerline of the road, 2.7 feet below the top of the concrete guardrail of the bridge, 1.5 feet north of the north concrete guardrail, level with the road; a chiseled triangle.

866.771 feet NGVD 1929

THIRD ORDER

264.1923 meters NGVD 1929

DNR TBM BRANDY 5, 1997

In Hancock County, Greenfield Quad., in the SW ¼ of Section 33, T. 16 N., R. 7 E., 2nd PM.; at Greenfield; at the Riley Memorial Park; set in the north side of a power pole, approximately 125 feet northwest of the northwest end of the foot bridge over Brandywine Creek, 70.3 feet northeast of a “NO PARKING ANYTIME” sign post, 54.0 feet north of a lone tree inside a grassy circle, 17.5 feet north of the centerline of Park Avenue, 1.5 feet above the ground; a railroad spike driven thru an aluminum tag, stamped “IDNR TBM BRANDY 5 1997”.

863.206 feet NGVD 1929

THIRD ORDER

263.1057 meters NGVD 1929

DNR TBM BRANDY 6, 1997

In Hancock County, Fountaintown Quad., in the SW ¼ of Section 16, T. 15 N., R. 7 E., 2nd PM.; approximately 3.0 miles south of Greenfield; at the 300 South Road bridge over Brandywine Creek;

set in the north concrete curb of the bridge, 10.8 feet north of the centerline of the road, 1.6 feet below the steel guardrail of the bridge, 0.6 foot east of the west end of the concrete curb, 0.5 foot above the road; a chiseled triangle.

850.647 feet NGVD 1929

THIRD ORDER

259.2777 meters NGVD 1929

DNR TBM BRANDY 6A, 1999

In Hancock County, Fountaintown Quad., in the NW ¼ of Section 28, T. 15 N., R. 7 E., 2nd PM.; approximately 2.3 miles northeast of Fountaintown; at the 400 South Road bridge over Brandywine Creek; set in the top of the southeast concrete bridge abutment, 14.0 feet south of the centerline of the road, 2.8 feet below the top of the concrete guardrail of the bridge, 1.1 feet west of the east face of the bridge abutment, 0.4 foot north of the south face of the bridge abutment; a chiseled triangle.

847.465 feet NGVD 1929

THIRD ORDER

258.3078 meters NGVD 1929

DNR TBM BRANDY 7, 1999

In Hancock County, Fountaintown Quad., in the SE ¼ of Section 29, T. 15 N., R. 7 E., 2nd PM.; approximately 1.3 miles northeast of Fountaintown; at the 500 South Road bridge over Brandywine Creek; set in the concrete base of the north concrete guardrail of the bridge, 14.0 feet north of the centerline of the road, 8.3 feet east of an expansion joint of the bridge, 2.7 feet below the top of the concrete guardrail of the bridge, 0.5 foot west of the east end of the guardrail, level with the road; a chiseled triangle.

839.385 feet NGVD 1929

THIRD ORDER

255.8451 meters NGVD 1929

Hancock County BM TT11/E11

In Hancock County, Greenfield Quad., in the SW ¼ of Section 4, T. 15 N., R. 7 E., 2nd PM.; approximately 0.5 mile south of Greenfield; at the 100 South Road (Davis Road) bridge over Brandywine Creek; set in the top of the northeast concrete bridge abutment, 21.0 feet north of the centerline of the road, 1.0 foot east of the west face of the concrete bridge abutment, 0.9 foot north of the concrete guardrail of the bridge, 0.1 foot above the level of the concrete sidewalk; a Hancock County bench mark tablet, stamped "TT11-E11 ELEV- 864.39".

864.538 feet NGVD 1929

THIRD ORDER

263.5117 meters NGVD 1929

DOT BM NOT STAMPED

In Hancock County, Greenfield Quad., in the NW ¼ of Section 28, T. 16 N., R. 7 E., 2nd PM.; approximately 0.5 mile north of Greenfield; at the 200 North Road bridge over Brandywine Creek; set

in the top of the south concrete guardrail of the bridge, 19.0 feet south of the centerline of the road, 2.7 feet above the road, 1.6 feet east of the west end of the guardrail, 0.4 foot south of the north face of the guardrail; a Indiana Department of Highways bench mark tablet, not stamped.

878.546 feet NGVD 1929

THIRD ORDER

267.7814 meters NGVD 1929

INDOT BM HAN G35

In Hancock County, Greenfield Quad, set in the northwest ¼ of section 12, T. 16 N., R. 6 E., 2nd P. M. About 4.8 miles northwest of Greenfield, IN. Set in the southeast concrete bridge abutment of the Fortville Pike Road bridge over Sugar Creek. 17 feet south of the centerline of Fortville Pike Road, 27 feet west of the extended centerline of C. R. 500 North, 0.8 feet east of the west face of the southeast concrete bridge abutment, 0.5 feet north of the south face of concrete abutment, 0.9 feet below the top of concrete curb. A State Highway Commission of Indiana bench mark tablet stamped “HAN G35”.

3rd Order

857.747 Feet NGVD 1929

Big Blue River Shelby, Hancock, Rush, & Henry Counties

B2 RESET	764.791	NAVD	1988
USGS TT 8 RJH	796.498	NAVD	1988
USGS TT 7 RJH	837.451	NAVD	1988
P239	831.147	NAVD	1988
S242	835.782	NAVD	1988
R242	839.523	NAVD	1988
Q242	832.429	NAVD	1988
J244	915.379	NAVD	1988
R43	885.280	NAVD	1988
N252	906.730	NAVD	1988
V251	1007.747	NAVD	1988
U251	994.827	NAVD	1988
G251	976.514	NAVD	1988
NEW CASTLE MAGNETIC	1016.189	NAVD	1988
VAN NUYS RM1	1061.261	NAVD	1988
VAN NUYS RM2	1062.029	NAVD	1988
VAN NUYS	1061.877	NAVD	1988
B251	1061.786	NAVD	1988
A251	1067.901	NAVD	1988
Y250	1096.445	NAVD	1988
H244	935.592	NAVD	1988
M244	886.009	NAVD	1988
L244 RESET	920.161	NAVD	1988
BR33	758.537	NAVD	1988
SHE34	771.957	NAVD	1988
BR34	772.590	NAVD	1988
BR35	797.678	NAVD	1988
ISHC SHE G 14	798.560	NAVD	1988
BR36	784.247	NAVD	1988
USGS UE 784.6	784.225	NAVD	1988
SHE38	783.599	NAVD	1988
BR37	777.449	NAVD	1988
SHE39	778.217	NAVD	1988
BR38	784.299	NAVD	1988
SHE39 RESET	785.698	NAVD	1988
BR39	790.208	NAVD	1988
BR40	790.345	NAVD	1988
USGS 8 COM	790.801	NAVD	1988
BR41	792.525	NAVD	1988
BR42	798.889	NAVD	1988
SHE40	799.103	NAVD	1988
BR43	802.552	NAVD	1988
USGS UE 803	802.455	NAVD	1988
BR44	840.133	NAVD	1988
BR45	833.239	NAVD	1988
BR46	842.624	NAVD	1988
SHE41	842.544	NAVD	1988
BR47	813.081	NAVD	1988
SHE42	813.777	NAVD	1988
BR48	813.169	NAVD	1988
BR49	811.609	NAVD	1988
SHE43	818.343	NAVD	1988
BR50	820.149	NAVD	1988
SHE44	819.469	NAVD	1988
SHE44 RESET	817.728	NAVD	1988

Big Blue River Shelby, Hancock, Rush, & Henry Counties

BR51	817.087	NAVD	1988
BR52	831.393	NAVD	1988
BR53	825.110	NAVD	1988
SHE45	832.367	NAVD	1988
BR54	832.480	NAVD	1988
BR55	837.225	NAVD	1988
BR56	835.966	NAVD	1988
HAN22	834.876	NAVD	1988
BR58	835.437	NAVD	1988
BR59	848.195	NAVD	1988
HAN23	850.769	NAVD	1988
BR60	850.912	NAVD	1988
BR61	855.814	NAVD	1988
HAN24	841.279	NAVD	1988
BR62	841.370	NAVD	1988
BR63	859.954	NAVD	1988
BR64	858.378	NAVD	1988
HAN25	854.663	NAVD	1988
BR65	919.647	NAVD	1988
K244 RESET	925.604	NAVD	1988
BR66	926.426	NAVD	1988
BR67	913.798	NAVD	1988
BR68	915.856	NAVD	1988
BR69	921.733	NAVD	1988
USGS UE 856.9	856.420	NAVD	1988
RUS29	855.628	NAVD	1988
BR70	935.580	NAVD	1988
RUS30	869.328	NAVD	1988
BR71	869.976	NAVD	1988
RUS31	859.415	NAVD	1988
BR72	859.421	NAVD	1988
BR73	869.908	NAVD	1988
RUS32	863.966	NAVD	1988
BR74	864.023	NAVD	1988
RUS33	866.808	NAVD	1988
BR75	879.736	NAVD	1988
BR76	880.192	NAVD	1988
RUS34	870.337	NAVD	1988
BR77	874.473	NAVD	1988
BR78	886.744	NAVD	1988
RUS35	876.706	NAVD	1988
USGS RM 7	877.294	NAVD	1988
BR79	878.796	NAVD	1988
RUS36	871.940	NAVD	1988
BR80	878.378	NAVD	1988
BR81	885.573	NAVD	1988
RUS37	908.031	NAVD	1988
BR82	907.452	NAVD	1988
RUS38	886.234	NAVD	1988
BR83	888.955	NAVD	1988
BR84	934.945	NAVD	1988
RUS39	937.190	NAVD	1988
BR85	939.738	NAVD	1988
BR86	974.337	NAVD	1988
BR87	895.614	NAVD	1988

Big Blue River Shelby, Hancock, Rush, & Henry Counties

RUS40	891.948	NAVD	1988
HEN15	895.229	NAVD	1988
BR88	896.091	NAVD	1988
HEN16	920.348	NAVD	1988
BR89	920.404	NAVD	1988
BR90	929.139	NAVD	1988
BR91	904.619	NAVD	1988
BR92	938.709	NAVD	1988
HEN17	916.770	NAVD	1988
BR93	916.755	NAVD	1988
BR94	954.008	NAVD	1988
BR95	920.730	NAVD	1988
HEN18	906.595	NAVD	1988
BR96	907.195	NAVD	1988
BR97	923.011	NAVD	1988
HEN19	926.279	NAVD	1988
BR98	944.991	NAVD	1988
USGS 5 JWM	961.116	NAVD	1988
BR99	960.945	NAVD	1988
HEN20	955.923	NAVD	1988
BR100	955.970	NAVD	1988
BR101	950.784	NAVD	1988
BR102	924.040	NAVD	1988
HEN21	922.405	NAVD	1988
BR103	919.109	NAVD	1988
BR104	971.875	NAVD	1988
HEN22	958.175	NAVD	1988
BR105	960.595	NAVD	1988
BR106	955.919	NAVD	1988
HEN23	941.451	NAVD	1988
BR107	940.318	NAVD	1988
BR108	966.750	NAVD	1988
BR109	1014.887	NAVD	1988
BR110	998.756	NAVD	1988
HEN24	955.291	NAVD	1988
BR111	954.210	NAVD	1988
BR112	963.423	NAVD	1988
BR113	991.296	NAVD	1988
HEN25	988.827	NAVD	1988
BR114	966.194	NAVD	1988
HEN26	953.635	NAVD	1988
BR115	954.396	NAVD	1988
BR116	1058.674	NAVD	1988
BR117	1074.319	NAVD	1988
BR118	1009.195	NAVD	1988
BR119	1005.210	NAVD	1988
HEN28	965.517	NAVD	1988
BR121	960.862	NAVD	1988
BR122	991.247	NAVD	1988
BR123	1003.214	NAVD	1988
HEN27	958.464	NAVD	1988
BR120	958.981	NAVD	1988
BR124	1015.262	NAVD	1988
BR125	972.644	NAVD	1988
HEN29	971.495	NAVD	1988

Big Blue River Shelby, Hancock, Rush, & Henry Counties

BR126	979.130	NAVD	1988
BR127	995.379	NAVD	1988
BR128	976.030	NAVD	1988
ISHC HYN G 19	977.957	NAVD	1988
HEN30	987.976	NAVD	1988
BR129	992.991	NAVD	1988
BR130	978.649	NAVD	1988
HEN31	977.249	NAVD	1988
HEN32	976.652	NAVD	1988
BR131	977.910	NAVD	1988
BR132	989.947	NAVD	1988
HEN33	1000.655	NAVD	1988
BR133	1000.466	NAVD	1988
BR134	995.793	NAVD	1988
BR138	992.612	NAVD	1988
BR139	1000.304	NAVD	1988
HEN34	999.976	NAVD	1988
HEN35	994.887	NAVD	1988
BR140	997.763	NAVD	1988
BR141	1065.897	NAVD	1988
BR142	1060.310	NAVD	1988
BR143	1073.584	NAVD	1988
BR144	1076.695	NAVD	1988
BR145	1051.173	NAVD	1988
BR146	987.578	NAVD	1988
HEN36	986.125	NAVD	1988
BR147	1071.234	NAVD	1988
BR148	1080.313	NAVD	1988
BR149	1030.533	NAVD	1988
HEN37	1026.480	NAVD	1988
BR150	1019.778	NAVD	1988
BR151	1023.256	NAVD	1988
USGS TT 56	1024.174	NAVD	1988
ISHC HNY G 17	1001.979	NAVD	1988
BR152	1080.585	NAVD	1988
BR153	1074.173	NAVD	1988
ISHC HNY G 18	1093.398	NAVD	1988
BR135	929.926	NAVD	1988
BR136	919.815	NAVD	1988
BR137	904.773	NAVD	1988
ISHC SHE G 16	776.002	NAVD	1988
ISHC SHE G 19	786.358	NAVD	1988
ISHC SHE G 18	800.073	NAVD	1988
SHE55	779.861	NAVD	1988